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FEBRUARY 1956

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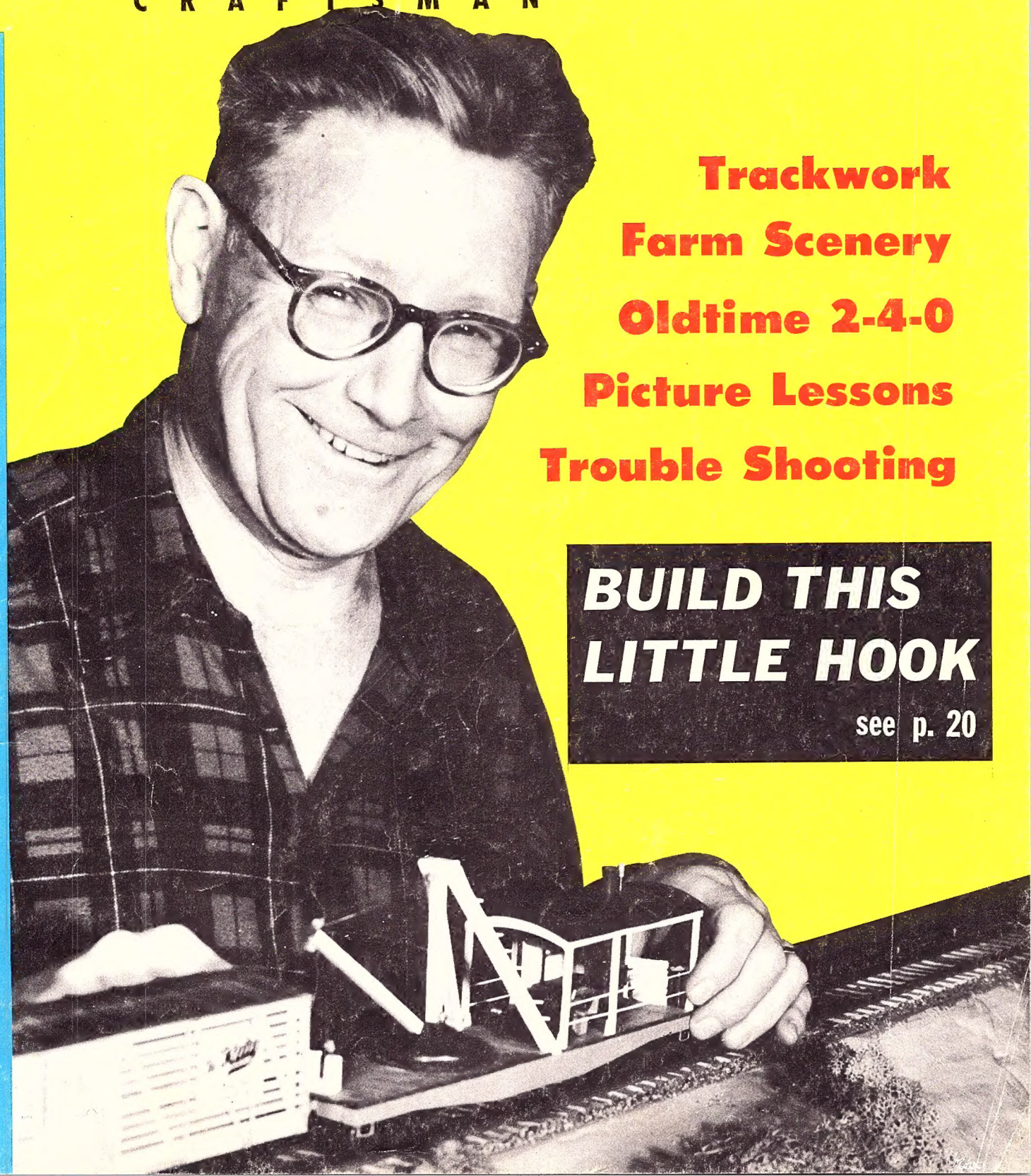
RAILROAD MODEL CRAFTSMAN



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see p. 20

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Vol. 24, No. 9 February, 1956

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THE COVER: Model builder Walter J. Hill shows off his handsome model of the Little Hook. Walt puts the crane to good use on the Green Hill & Atlantic layout of Dr. Theodore Failmezger. There's a construction article on the Little Hook starting on page 20 of this issue. Carstens photo.

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A Letter From The Editor

FEBRUARY always brings with it the Annual Trade Show of the Hobby Industry Association of America, formerly known as the Model Industry Association. For the trade only, unfortunately, it will be held in Grand Rapids, Michigan, from Feb. 22-26. From what we have heard, it appears that this will be the largest such exposition of hobby merchandise ever to be held under one roof. While the Show will include such diverse hobbies as model airplanes, leather craft, and so on, model railroading always plays a big part. All of the larger manufacturers will have booth space and dealers will come from all over the country to see and to buy whatever is new for 1956.

While February is too early to give a definite indication of what will happen to model railroading this coming year, we already know that there will be a continued growth of HO ready-run sets. There will be some new names, too. This is good for the hobby, because it will mean lower prices as more fans are introduced to the hobby.

More important from the model hobbyists standpoint , it will mean an increased demand for top quality model kits of wood and metal. Not all of the people buying ready-runs will become model railroad hobbyists but many will succumb, just as you and I did. These newcomers will discover that while model railroads are fun in themselves, the real joy and relaxation comes from being able to lose yourself in some phase of construction,whether it be a car, locomotive, or permanent layout.

Perhaps you know of some people who have purchased an HO set for Holiday use only. It doesn't take much to get these fellers started in year round enjoyment of model railroading. Show them a car or engine which you have built yourself and let 'em see some copies of RMC. Let them see your own layout or a club layout in action.

Cordially,

Harold H. Carstens

Harold H. Carstens
Managing Editor

Next Month –

IT'S Piggy Back Month with a construction article Lloyd Giebner on this new method of shipping freight which over thirty railroads are now using. This article had originally been scheduled for early presentation but the model of the loading platform was damaged in transit and we had to hold it up until it was repaired. Another must article, especially for those on a budget, is on refurbishing beatup old equipment. Real railroads have been doing it ever since they first turned a wheel and it's a good idea for model rails too. And there is a swell picture story on a Canadian OO gauge railroad. This plus plenty more, on sale around Jan. 26th.

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Alco Dummy Unit (A or B) 19.95
Pacific 4-6-2 ..... 19.95
Mikado 2-8-2 ..... 19.95
HObbyline Alco Diesel (pwrd) 12.95
Alco Diesel (dummy unit) 5.95
Yardbird 0-4-0 ..... 14.95

FLEISHMANN (Ready to Run)
O-4-O Loco 9.95
Baldwin Del. Switcher 14.95
O-4-O Electric 16.00
Moqul Loco 17.95
O-4-4-O Electric 19.95
Moqul 17.95
Pacific with Tender 19.95
0-6-0 Loco 12.95

HOBBYTOWN
8 Wheel Drive for Globe F7 ..... 14.95
Alco 1600 ho. Rd. Switcher DC-71 ..... 24.95
Alco 1600 hp. Dual Drive Unit 6.00

Buried In This Ad
are most of the new items. Sometimes there isn't time or space to list all of them. But, if available anywhere, we have it.

Alco 1600 hp. 123K 27.50
Multi-Drive A Unit for 123K 13.95
Multi-Drive B Unit for 123K 12.95
Alco & EMC 2000 hp. 12 Wh. Dr. 29.95
Dummy B Unit E7 for above 10.95

KEMPTRON
14 Wheel Tender 19.95
Shorty Vanderbilt 7.50
Thomas Flyer 1907 ..... 14.95

LINDSAY
Alco 1600 hp. Diesel - A 13.95
B - 13.95 Dummy B 4.95
Power Truck Kit for Globe F7 ..... 9.95
Powertruck for RDC 12.95

MANTUA
Short Nose Rd. Diesel A or B Unit 14.95
Shark Nose B Dummy 7.95
Shark Nose Dual Drive 9.95
Booster O-4-O 9.95
Shifter O-4-O 15.95
Valve Gear Kits 2.95
Assembled Valve Gear 4.95
Little Six 0-6-0 ..... 12.95
Bia Six 17.95
Pacific 4-6-2 ..... 24.95
Mikado 2-8-2 ..... 27.95
Moqul or Bella of 80's ea. 29.50
General or Rdhse. Goat ea. 24.50

PENN LINE
Pacific, K4 with Tender 34.50
Atlantic with Tender 29.50
Consolidation with Tender 32.50
Mikado LI 34.50
TI Articulated 4-4-4-4 ..... 39.50
Midget Diesel Switcher 9.95
Midget Diesel Switcher Assem. 14.50
Decapod 34.50

PENNA. SCALE MODELS
PCC Street Car 16.95
IRR Street Car 22.50
IRR Trailer 12.50
Brill Suburban Trolley 17.95

PITTMAN MOTORS
DC 60 ..... 5.00 DC 80 ..... 6.00
DC 72 ..... 6.50 DC 94 ..... 7.50
DC 91 ..... 7.50

VARNEY
O-4-O Dockside 15.00
Brute Diesel A or B 15.00
Brute Diesel Dummy A or B 1.25
GM 1000hp Diesel Switcher 19.75
Casey Jones 10 Wheeler 18.00
Casey Jones with Tender 22.00
Drive Unit: Single 9.50; Double 14.95

MISCELLANEOUS
DC 60(12V.)Motor—Model Pike 5.00
DC Super Duty Accessory Motor 2.50
ROBICO Stubby 16.95
JERRY MARTIN Diesel Centricluteh 3.95
MODEL DIE CAST 0-6-0 ..... 19.50
MODEL DIE CAST 4-4-2 Atlantic 19.50
MODEL DIE CAST Yard Hog 0-6-0 ..... 10.50
WALTHERS Shuttle Jack 21.95

BERGEN PACKER PACKS
Mono - Packer 15.95
Duo - Packer 32.95
Trio - Packer 39.95

POWER PACKS—CONTROLS

MODEL RECTIFIER CORP.
Throttle "Pulse" Pack 12.95
Train Pack 9.95
Dual Pack 29.75
Tri Pack 42.95
Model Meter Pack 25.50
Model Pack 22.75
Cab Control Unit 8.50

HO ROLLING STOCK

ATHEARN
40' BOX CARS ea. 2.50
El Capitan; Grand Canyon; Scout Chief; Super Chief; ACL; CB&Q; C&ES; C &NW; CN; CP; Erie; FEC; GM&O; GN; IC; DL&W; NP; Monon; NYNH&H;PM; RI; SAL; SP; UP.
40' SPECIAL BOX CARS ea. 2.95
B&O Sentinel; B&O Time Saver; C&O Luminous; NYC Pacemaker; SP Overnight; Timken RF Red, Yellow or Silver; Western Pacific; MP Eagle; NC&ST, L.; State of Maine.
50' AUTO ea. 2.75
Super Chief; El Capitan; Scout; Grand Canyon; Monon; KCS; SSW; MKT; Chief A.T.S.F. Erie.
40' FLAT CARS ea. 1.85
C & NW; Cinchfld; Grand Trunk
50' FLAT CARS ea. 1.95
Southern; U.P.; Erie
REEFERS ea. 2.75
Passenger Cars ea. 4.95
MDT; Ill. Central; Burlington; ART; NP
Armour; FDEX; ART/MP; WFE;PPE; Swift; State of Maine.
Rd. Roof Cars 40' Box ea. 2.50
40' Auto ea. 2.65; 50' Auto ea. 2.75
DT&I; Pennsy; SAL; N&W
TANK CARS ea. 2.50
Single Dome....Mobilgas; SP Gasoline Svc; SP Diesel Svc; Union Pacific; Shell; Texaco; Roller Freight
TANK CARS (3 dome) ea. 2.75
Union Oil; UTLX; Deep Rock; Shippers
TANK CARS ea. 2.40
Shorty.....Atlas; Maanolia; Crystal
Wrecking Crane (Erie 200 Ton) 8.50
Pulpwood Car 2.25

AMBROID
G.N. Express or Unicel Reefer 3.50
Stock Car or BM Snow Plow 3.00
Watermelon Car 3.00
Open Platform Coach, Baggage or Combination Car ea. 3.95

AUTHENTICAST
Magor Dump Car 4.95
Slag Car 3.00
Depressed Center Flat Car 2.50

AYERS
Flat Car 2.25
Gondola 2.35
High Side Gondola 2.45
Hopper Bottom Gondola 2.55

BINKLEY MODELS
PASSENGER CARS ea. 4.95
1850 Coach; 1890 Exp. Bag; 1890 Coach; C.P. Coach; U.S. Postal; 1864 Sleeper.
1850 Pay Car 3.95
1870 Baggage Mail 4.50
1900 Chair Car 5.50
1890 "Shorty" Observation 5.75
Business Car 5.95
FREIGHT CARS:
Col. Midland Wood Box 2.75
Overland Despatch Wood Box 2.75
D & RGW Wood Stock Car 3.10
M.P. & A.T.&S.F. Wood Stock 3.10
N.H. Box Car 3.35

CENTRAL LINES OLD TIMERS
1863 B. O. Baggage 40' 2.90
1908 Observation (65' or 75') 4.80

OLD TIMERS ea. 3.95
Va. & Truckee Combine 45'; 1898 Open End Combine 51'; 1898 Baggage & Smoker 55'; CPR or NJ 50'; 1898 Open End Coach 50'; 1908 Archwindow Coach 65' or 75'; 1898 Business Car 55'; Wagner Sleeping Car; 1863 BO Coach 45'; 1863 BO Combine 50'; 1898 Bag & Mail 50' 1886 Combine.

HERKIMER (OK)
80' Astradome (Streamline) 5.45
80' Observation (Streamline) 5.45
80' STREAMLINERS ea. 4.45
Coach; Baggage; Baggage-Coach; Sleeper; Diner; Postal-Baggage.
60' Astradome (Shortys) 4.95
60' Observation (Shorty) 4.95
60' STREAMLINERS ea. 3.95
Coach; Baggage; Baggage-Coach; Sleeper; Diner; Postal-Baggage.

HOBBYLINE — ENGLISH
Combine or Coach ea. 3.95
GONDOLAS ea. 1.95
Wabash; Erie; P.R.R.; P.&L.E.; ACL; NKP or Goodrich Shore.
FLAT CARS ea. 1.95
Reading; PRR; UP; GN; Soo; L&N.
BOX CARS ea. 2.50
ACL; Can. Nat.; WM; DL&W; SP; CP; PRR Caboose (Penn. or unlettered) 2.95

J-C MODELS
Observation Car 3.50
$2.95 ea: Silver Sides; NYC Postal; NYC Baggage; Penn Baggage; N&W Baggage & Coach; NYC Baggage & Coach; Penn & Coach Lounge; N&W Coach; NYC & Lounge; N&W Coach; NYC Coach; Penn Coach; Penn Modernized Coach; 12 Sec. Pullman; NYC Diner ea. 2.95

LACONIA
Sierra Combine 3.25
Reefers; Dry Ice, Cent. Vt. Milk, Rut. Milk, Chat. Mar. Wine ea. 1.75
Model Adapter 9.25
Selenium Rectifiers: 2 Amp. 4.50
4 Amp. 6.45 6 Amp 7.95

SCINTILLA
Throttle Control Handle ..... .75
Unipack 1.95
Electro Pack Sr. (3 locos) 21.45
Block Control 10.95
Multipack Sr. 37.95
Power Kits: 2 Amp 13.95
4 Amp 19.50 12 Amp 24.95

MISCELLANEOUS
Powerpacks: Herkimer 10.95
Varney, Hobbyline or Tyco ea. 9.95
Tyco Master Pack 19.95
HO Rheostat (Ohmite MT-40) 5.65
Lever Action Rheo (Bob Pearce) 5.45
Circuit Breakers 3 or 5 amps, ... .50
Jiffy Switch Controller 2.25
Acme Switch Controller ..... .98
0-6 or 0-20 DC Amp Panel Meter 3.00
0-15 DC Voltmeter Sq. Panel Type 3.00
TOGGLE SWITCHES:
SP-ST $ .70 DP-ST ..... .80
DP-DT .95 SP-DT ..... .95
DP-DT center off position, Reverse 1.40
SP-DT mom. (1 hole mounting) 1.25

Ralston Purina 2.25
Penna. 70 Ton Hopper 1.50
Penna. Mill Type Gondola 1.50
PASSENGER CARS ea. 2.75
Pullman Std. 80'; 12 Sec. Sleeper; C&O Coach 80'; NYC Comb. Baggage & Smoker 80'; 12 sec. Std. Pullman 80'; Std. 80' Coach; Std. 80' Comb. Baggage-Smoker
REEFERS ea. 2.50
Canada Beer; Maine Potatoes; Tivoli Beer; Bullfrog Beer; Columbia Soup; Merchants Biscuit; Kraft Cheese; Peerless Beer; Libby's Pickles; Page Milk
MAIN LINE
50' Reefers --- less tks. --- ea. 2.95
Express—Renkens Milk; PFE Sheffield Farms; Penn Exp.; Miller Beer Basic (rd.rf.) unpainted; G.N.; N.P.; Basic (flat roof), Menasha
36' Reefers --- less tks. --- ea. 2.85
Pvt.; Owner-Chrisco; Decker Meats; NRCC Bananes; Budweiser.
Palace Poultry Car --- less tks. --- 2.75

MANTUA
REEFERS ea. 2.65
Borden's; Burl; Crazy Crystals
GONDOLAS ea. 2.25
Penna.; T&P; B&O; R.I.
STOCK CARS ea. 2.25
A.C.L.; M.K.T.; M.P.
BOX CARS ea. 2.25

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Observation 5.95
Baggage 4.95
Lifting Kit for Pass. Cars 1.75

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Minn & St.L; Savannah & At; Frisco Minn. Mining; Union Pac; D&R GW
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Gondola Nickleplate 2.75
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CABOOSE CARS ea. 3.25
B&O; So. Pac; Un. Pac; 4 WI Bobber Bay Window; MP Drovers; Combination
Caboose Cars ..... ea. 3.50

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COMPOSITE GONDOLAS ea. 2.50
Rock Is; Jersey Cent; Lehigh Valley; Penna; Nor. & West; At. Top & Santa Fe
GEN. SVC. GONDOLAS ea. 2.90
So. Pac; Un. Pac; Col. & So. Burling. Penn; Utah Coal Cars; Great Northern; Minneapolis & St. Louis; Soo Line
OUTSIDE BRACED BOX CARS ea. 2.90
So. Pac; Pere Marquette; Boston & Maine; Great Northern; Del. & Hudson; At. Top & Santa Fe; Den. & Rio Grande; L.&.A.
OUTSIDE BRACED CATTLE CARS ea. 2.75
Chicago; St. Paul; Minn. & Omaha; At. Coast Line; Penna; Chicago & N'western
WOOD SIDE BOX CARS ea. 2.50
Texas & Pac; Delaware; Lack. & Western
FLAT CARS ea. 2.25
Nashville; Chat. & St. Louis; So. Pac; Texas & Pac; Canadian Pac; St. Louis; Bunk; Southern; Soo Line
HOPPER CARS FLAT END ea. 2.90
Del. & Hudson; Leh. Valley; Reading; W. Md.
HOPPER CARS FLAT END ea. 2.90
Santa Fe; B&O; Rock Is; Louisville & Nashville; So. Pac; NYC; Erie; Frisco
Track Cleaning Car 1.75
Norfolk & West. Peaked End Hopper 2.90

VARNEY
STREAMLINE PASS. CARS ea. 3.50
B&O Coach; UP Coach; Penn Comb; Penn Coach; SP Comb; SP Coach; Ill. Central Comb; Ill. Central Coach; Great Northern Coach; Great No. Combination
STREAMLINE PASS. CARS ea. 3.95
Penn Observ; SP Observ; Ill Central Observ; Great Northern Observation
40' FLAT CARS ea. 1.90
Pa., S.P., A.T.S.F., NYC, No. West.
TANK CARS ea. 2.50
Single; UTLX; Texaco; GATX, ATSF; Koppers or Carbide & Carbon ea. 2.25
REFRIGERATOR CARS ea. 3.35
Maine Potato; Can. Nat'l; Burlington; NYC (MDT); Gerbers Baby Foods; No. Pac; St. Louis "Reefer"; Wabash Flag "ART"; Santa Fe "El Capitan"; Pac. Fruit Exp.; Old Dutch Cleanser; Blatz Beer; Fairmont Butter; Carnation Milk; Pabst Beer, Schlitz Beer.
COVERED HOPPERS ea. 2.35
Monon; NY; Nil; Plate: Pa; Del & Hud.
HOPPER CARS ea. 2.35
Virginian; Penna; Burlington; So. Pac; Chicago & E. Ill; Central of Georgia

WALTHERS
PUG PASSENGER CARS ea. 5.45
Postal; Baggage; Combine: Coach; Diner; Pullman-Smoking Red or Green) 5.95
Observation (Red or Green) 5.95
STD. PASSENGER CARS ea. 4.75
80'—12 Sec. Pullman; 8 Sec. Pullman; Pullman; Pullman 13 Room; Solarium; Diner; Diner (M.Roof)
80' Observation (M Roof) 1/ks 5.25
80' Observ. (M Roof) less tks. 5.25
60' Baggage (Arch Roof) 1/ks. 4.35
70' Baggage (M Roof) less tks. 4.35
60' Postal (Arch Roof) less tks. 4.35
COACHES, COMBINES ea. 4.75
70' P-B Combine (A or M Roof); 75' Coach Combine (A or M Roof); 75' Coach (Arch or Monitor Roof).

MISCELLANEOUS
Tractor & Trailer Rig (Ulrich) 2.50
Mack Rig (Ulrich) 2.50
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Mow Log Buggy 2.50
Thomas Wine Car 3.25
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Model Wood Lumber Kits: Kit A 2.95
Kit B ..... 3.95 Kit C 5.95

HO CAR PARTS

COUPLERS
Rail Line NMRA std. couplers...pr. .35
Rail Line (above) w/dr. gear...pr. .50
Rail Line Uncoupling Ramp ..... .35
Varney Dummy ..... pr. .10
Varney Dummy w/draft gear... pr. .15
Mantua Freight ..... pr. .35
Mantua Freight (metal cars) pr. .25
Mantua Passenger ..... pr. .50
Mantua Uncoupling Ramp ..... .50
New Varney Automatic (Steel) ..... .20
New Varney Automatic (Brass) ..... .30
New Varney Ramp ..... .15
Kadee Coupler Ht. Gauge 1.00
Kadee — 40 w/Draft Gear ..... .50
Kadee Uncoupling Ramp ..... .25
Kadee Control Button 1.35
HObbyline Couplers (Plastic)...pr. .25

TRUCKS
Kadee Talgo Trucks ..... pr. 1.30
Buckeye Double Truss ..... pr. .75
Mantua Talgo Pass. ..... pr. 1.95
Mantua Talgo Trucks ..... pr. 1.25
Varney or English (Nylon) ..... pr. .50
Silver Streak (Metal) ..... pr. .85
Mantua Bettendorf ..... pr. .75
Athearn Bettendorf, Arch Bar or Andrews Types ..... pr. .85
Athearn Symington ..... pr. 1.00
Athearn Buckeye 6 Wheel ..... pr. 1.95
Cent. Valley Fox Type 30 Ton 1.10
Cent. Valley Fox Type 40 Ton 1.10
CV Arch Bar Short Wheelbase ..... .85
CV 6W Riveted or Cast Frame 1.95
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Assembled Switches 1.95
90 Degree Crossing 1.75
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18 or 30 Degree Crossing 2.50
Rail Joiners, Brass 50
Plastic Insul. Rail Joiners 12 ..... .15
Cork Roadbed or Switch Blocks ea. ..... .35
Tie Strip ..... 25 Ft. 1.50
Switch Tie Strip ..... 10 Ft 2.00
Double Tie Strip ..... 10 Ft 2.50
HO Brass Rail ..... 99 Ft. 3.95
Snap-Track Straight 9" Sections, or Curved (15°, 18° or 22° Rad.) ea. .25
Auto. Snap Switch R.H. or L.H. 4.50
Manual Snap Switch RH or LH 2.95
Bumper ..... 49 Control Box .60
Girder Bridge ..... .75
90° Snap-Crossing 2.25
Terminal Sect. Snap-Track ..... .75

FLEISHMANN
Rigid Track, Straight or Curved 15" radius sections ..... .15
10" or 24" radius sections ..... ea. .20
Manual Switches ..... pair. 5.95
Remote Control Switches ..... pair. 9.95

PEARL
Flexible Track — 3 ft. ..... .75
Assmbld. Switches: 4, 6, R or L 1.95

TRU-SCALE
READY-TRACK
Straight 2' lengths $1.00; Curved 16", 18" & 20" radius ea. .75; Full circle $6.00
Switch Kits ..... ea. 1.25
MOUNTED TURNOUTS —
TIES ROADBED ea. 3.35
Hi-Speed 4, 6, 8 ..... RH or LH
MOUNTED CROSSOVERS —
TIES ROADBED ea. 5.95
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Scissor Crossover 4&6, RH or LH 17.95
Hi Sp. Dbl. Trnout #4, RH or LH 10.95
MOUNTED CROSSINGS
45°, 60°, 90° ..... ea. 2.95
14°, 28° ..... ea. 3.25
GROOVED, WOOD TIES—PLAIN
Straight ..... 3 Ft. .45 .33
Superflex ..... 3 Ft. .72
Spirit Easements, R&L ..... pr. .80
Bridge Stock ..... 18 in. .40
Switch Blocks, Any Size ..... .65 .45
X-over Block, Any Size ..... .85 .55
COMPLETE CIRCLES
14" Radius 1.90 1.45
16" Radius 2.15 1.65
18" Radius 2.40 1.85
20" Radius 2.65 2.05
22" Radius 2.90 2.20
24" Radius 3.15 2.40
26" Radius 3.40 2.60
28" Radius 3.65 2.80
30" Radius 3.90 3.00
32" Radius 4.15 3.15
34" Radius 4.40 3.35
36" Radius 4.65 3.55

FOWLER SIGNALS
Semaphore & Actuator 4.85
Dwarf Gates & Actuator 4.85
Actuator 4.25
Track Side Switch Incl. Shoe 1.95
Block Switch ..... ea. .95

HO MISCELLANEOUS

SWITCH MACHINES
Challenger ..... (Pioneer) 3.50
Klick ..... (Pioneer) 1.35
Harris (Exposed or Concealed) 2.25
Turbo Jet 1.50
Walthers TS-S 2.25
Lindsay Switch Motor 2.95
Lindsay Mini Switch 1.95
Jiffy Switch 2.25
Kurtz Kraft K4—1.50; Economy ..... .98
M. E. W. Ground Throw ..... .75
Best Friend Switch Controller 1.50
Kurtz Kraft KS 2.50

SWITCH STANDS
2 Green and 2 Red ..... .75
2 Amber and 2 Red ..... .75
M.E.W. Hi-Level ..... .90

MARKER LAMPS
Caboose Lamps 3 Gn. 1 Red pr. .60
Caboose Lamps 3 Am., 1 Red pr. .60
Loco Lamps 2 Green 2 White pr. .60
Switch Std. Lps. 2 Gr. 2 Rd pr. .60
Stand Lps. 2 Am., 2 Red pr. .60

TOOLS
Troxel (Brass) Track Gauge ..... .85
Gaunt Track Gauge ..... .25
Mantua Track Gauge ..... .40
Coupler Height Gauge ..... .35
M. E. W. Track Gauge ..... .35
Varney Track Gauge ..... .30
M. E. W. Track Layer 1.25
Gaunt Spiker ..... .75
Lindsay Magnetic Rail Spiker 3.35
Mantua Re-Railer ..... .35
Varney Re-Railer ..... .25
Varney Permanent Rerailer ..... .69
Clock Oil ..... .25 Spindle Oil ..... .25
Valvoscope No 3 Precision Oiler 1.00
Scale Ruler (HO) Steel ..... .45 and .65
12" HO Scale Ruler 1.00
Drill Set No. 61-80 w/Index Stand 6.50
Double End Pin Vise 1.00
Dbl. End 4 Chuck Pin Vise 1.50
Zona Saw 1.00
Jeweler's Saw 1.39
Solder Iron (Midget) 1.49
Glue Gun Plastic .50; Metal ..... .75

MISCELLANEOUS
Terminal Connector (Mantua) ..... .50
M. H. P. Diaphragms ..... .65
HO Ballast, Gravel, Grass, Earth, Coal, Scenic Sand ..... ea. .35
Trackleaner Spikes ..... .60
Spikes (Of Matt Hd.—Steel) pkge. .50
Slide Switch ..... .25
Kurtz Kraft Semaphore 2.25
Kurtz Kraft Crossing Gate 1.95

FIGURES—ACCESSORIES

AUTHENTICAST FIGURES
Crosswalk Scene ... 1.89 Farm Set... 1.89
Fire Fighting Set... 2.50 Rd. Signs... 1.89
Flat Car Loads... 2.50 Accid. Grp... 1.89
Bus Stop Scene... 1.89 Figs., Signs... 1.59

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SCENIC BACKGROUND ea. 1.00
Farm Scene; Town Scene; Mountain.
TREES, INDIVIDUAL 6 for 1.00
Green Shade Tree; Cypress Tree; Orange Tree; Apple Tree; Spring; Autumn Tree
SHRUBS AND MISC.
Hedges (Flowered or Plain) ..... .98
Plants or Bushes (Flowered) ..... .98
Imitation Grass, Earth or Lichen ..... .98
Landscape Kits 9 pc. .98; 19 pc. 1.95
Flowers; Climbing ..... .98
ORNAMENTAL FLOWERS...6 for 1.00
Red; Yellow; Blue; Green: Mixed Red & Green; Mixed Yellow & Green; Assorted

CEMENTS & LIQUIDS
Plasticote #410M ..... .29
Ambroid ..... .30
Goo (Walthers) ..... .50
Model Cement ..... .10; .15; .25
High Ball Spray Black 1.29
Track Cleaner or Loco Smoke ea. .98

BLDGS. & STRUCTURES

TURNTABLES
Ideal 10.95
Robico Gallows 3.50

ALEXANDER
Country School 3.50
Tunnel Portals (PRR, B&O, N&W) 1.15
Dbl. Tunnel Portals 1.50
Water Tank - $2.95 Coaling Stn. 6.95
Pillar Crane & Dock 2.95
Freight Station 2.95
Oil Tank and Rack 2.25

ARGY SPECIALTIES
Mail Pouch Tobacco Barn 1.95
Switchyard Observ. Tower 4.50
Grand Junction Box Works 3.25
Swift Meat Packing Plant 3.65
Fruit Growers Exchange 3.25
Purina Chows Feed Mill 3.45

AYERS
Mission Style Station 1.90
1887 Passenger Depot 4.25
1886 Freight House 2.95
Coaling Twr. 1.10; Water Tank 2.25
Mission Depot & 75 Lumber Yard 4.25
Union Ice Co. 4.25 Old Town 4.95
Icing Platform Extension 2.10
Dio-Sol Thinner...25 8 oz. Can ..... .65
410 M.R. COLORS ea. .45
Flat Black: Box Car Red: Reefer Yellow; Reefer Orange; Tuscan Red; Clear Gloss; Pullman Green; Coach Green; Caboose Red; Roof Brown; White; Blue; Gray; Box Car Green; Tank Yellow; Socony Red
Thinner (Toz.) .30 Thinner (8 oz.) ..... .65

BOOKS
Atlas Track & Layout ..... .10
Operating Manual 2.00
How To Wire Model RR. (Wescott) 2.00
Pu To Run Mdl. RR (Boomer Pete) 2.00
Model RR. Encyclop. (Kalmbach) 6.00
Track and Layout (Kalmbach) 2.00
Prac. Guide to Model RR 2.00
Introd. to Scale" (Wescott) ..... .25
Fun with Model Railroads. ..... .15
Model Cars & Locos 1.00
How to Wire Supplement ..... .75
Small RRs. U Can Build 1.00
"Automatic Control" or Couplers .50
Track or Frein Car Design 1.00

MFG. CATALOGS
Mantua Encyclopedia ..... .35
Walther Catalog or Bob Peare ..... .50
Penn Line, Model Die Casting ..... .25
Marklin or Authenticast ..... .35
Varney, Athearn, Hobbyline, Tru-Scale, Salley, Suydam, Feller, Ayres, Ulrich, Pioneer, Summit, Model Rectifier, Kemptron, Silver Streak, Fleischmann, Alexander; Ambroid, Binkley, Weston ea. .10

FLOQUIL RR. COLORS ea. .45
Engine Black; Reefer White; Caboose Red; Tuscan Red; Box Car Red; Reefer Brown; Reefer Gray; Reefer Yellow; Reefer Orange; Pullman Green; Coach Green; Earth; Flash; Diesel Maroon; Diesel L Green; Diesel D Green; Diesel L Blue; Diesel D Blue; Flat Varnish; Tuscan Red SM; Diesel Gloss; Flat Varnish Diesel Purple; Silver; Copper; Gold; Brass; Glaze
Dio-Sol Thinner...25 8 oz. Can ..... .65

TT GAUGE FANS
Room does not permit complete listing of TT equipment. Among the lines handled: H-P PRODUCTS (catalog 10c); GANDY DANCER (catalog 35c); A.L. Co. Road Bed (free catalog); JEWEL, etc. All items in our new catalog.

LOOK

BLDGS. & STRUCTURES

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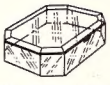

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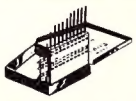

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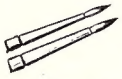

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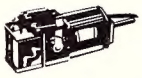

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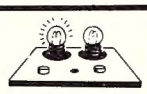

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Traction Tips

▸ Can a trolley car back through a switch, that is a wire frog? Yes, if the above conditions are fulfilled and further if the frog is always approached from the rear, i.e. the wide or two wire side. This will always channel the pole to the single wire at the front of the frog. If you must back through a wire frog from the front or narrow end, then the frog must be tilted up on the preferred side so the backing pole will always take that route. This may be the same as the route designated by a spring switch in the track beneath.

▸ Should line poles be located on the inside or outside of a curve? It doesn't matter too much, and of course something depends on how sharp the curve is. If you are willing to locate poles very close together you can put them on the inside and locate them closer to the track than if they were on the outside. Altho outside-the-curve poles must be farther from the track to allow for the swing of the ends of the cars, you need fewer of them since pull-off wires can be used to make the contact wire follow the curve. The farther outside the poles are, the fewer are needed. In fact a street-car track rounding a right-angled curve at a city intersection needs only one pole, on the diagonally opposite corner, with plenty of pull-offs, plus of course the regular poles at the beginning of each straightaway, total three poles.

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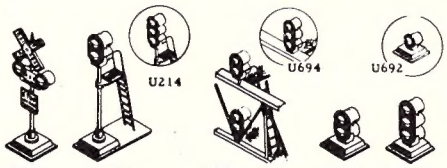

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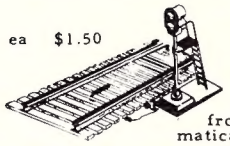

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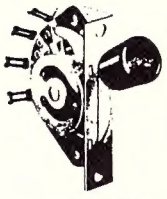

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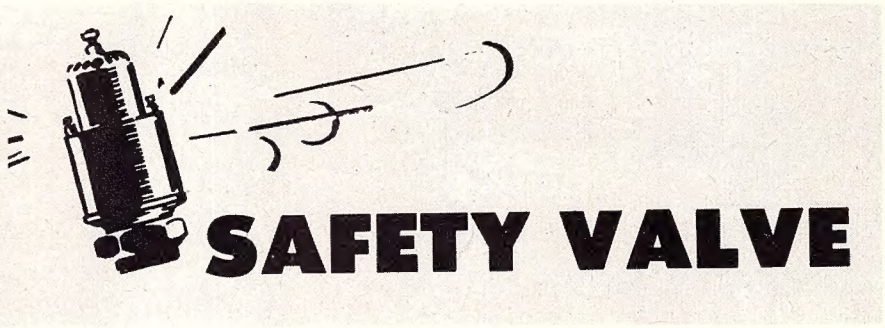

Ringing Bells For HO

That last part of your No HO feature sounded about as sincere as a television commercial, "RMC will always cater to the O gauger and lend a helping hand to other specialized gauges". Already you are speaking of the other gauges as if they were eccentric uncles that you were getting ready to lay away.

If eleven gauges was bad and the victory of HO tended to stabilize the hobby, perhaps you would like to see the remaining gauges fall by the wayside. You can pledge your other gauge loyalty until you are blue in the face but it means nothing as long as you praise the elements which brought about the downfall of the late six gauges.

I invested considerably in HO but I got out to get away from the ballyhoo. I subscribed to RMC because you seemed to take note of the other gauges. Now you have in practice if not in theory forsaken the other gauges, too. Perhaps we need a new magazine to chart a new course through space. Such a magazine wouldn't prosper. Every time the masses of modelers caught up with us, we'd move on. But then, when model railroading was a craft, nobody thought of making a fortune at it. It was art, for art's sake.

APO 731, Seattle Washington
Pvt. Delwyn Amerine

● *Well! Looking through the scheduled articles for February, and March, and future issues, it doesn't quite seem that RMC has forsaken any of those other gauges. Stick with the RMC Special, Del, and you'll be riding down some of the best off-the-beaten-track lines any model rail has yet come across. Ed.*

How To Spot an FP-7

Several issues ago a question was asked about the EMD F-7 and FP-7 locomotives. One of your readers answered this question incorrectly.

The F-7 diesel is the model produced by Globe in HO gauge. The hatch or cover at the rear of the roof has the stack and other parts on it indicating that the unit would have a steam generator. If this unit were for freight service only, this rear cover would be just a flat plate riveted over the opening in the roof.

The FP-7 is lengthened about four feet over the F-7 to provide space for water tanks used in providing steam heat for passenger trains. This change is not necessary on B units because the additional tanks can be installed where the engineer's cab would be if the diesel would be an A unit. The gearing of the diesel has nothing to do with the designation F-7. The gear ratio of the diesel may be changed at any time by changing the drive pinion and ring gear.

My source of information is one of Electro Motive's publication engineers and one of the foremen on the assembly floor, both of whom are model rails and active in NMRA.

Albert J. Kamm, Jr.
Harvey, Illinois

● *What ever happened to the railfans who said all diesels looked alike? Ed.*

HO Couplers With Kits

On this HO coupler situation, I think that the model railroad manufacturers should include different couplers in the kits, specifying on the cover what kind of couplers are included.

Arling A. Brinck
Belgrade, Minnesota

● *Such a plan would be prohibitive to most dealers since it would necessitate a tremendous increase in inventory. Some dealers will switch couplers in kits, avoiding the need of an extra charge, assuming the new coupler to be of equal value to kit-packed coupler. Ed.*

Japanese Manufacturers

I have just been reading with no little interest your write up of the International offerings in EMD road type diesels. I'd like to make a few comments, but beforehand, would like you to know that these are not intended critically but rather to acquaint you with information not generally known, plus some that has just become available.

First, sometimes the article used the term "Japanese", at other times "Jap". The latter term is offensive to the Japanese, and it would be greatly appreciated if future references used the full word. Growing use of trade names make it even better to use the name of the manufacturer, as you would when discusing a domestic manufacturer.

I have just returned from Tokyo and one of the things which I managed to bring back was exclusive distribution in the United States of the Tenshodo Line. Perhaps these few words will be interesting to you, and give you a better idea of the Japanese model manufacturing setup.

First, as of now, there is no question that Tenshodo is the largest manufacturer in the field and that their products are of the highest quality. Tenshodo is an old and well-known company. They started in 1889 as watch and clock makers, which business they still carry on at their original location

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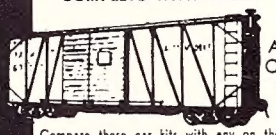

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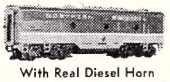

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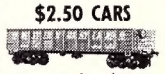

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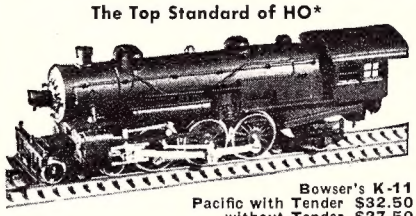

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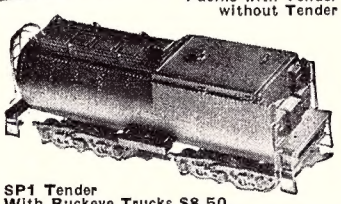

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in downtown Tokyo on Z Street, just off Ginza. They also distribute timepieces, operate an optical goods department, and a jewelry shop. The second floor is devoted to the model section where many airplane models of ultra-high workmanship are displayed, as well as their HO layout, measuring about 25' x 10'. Tenshodo also has a sheet steel rolling mill near which the model factory is located. The president of the company is Mr. Hideo Niimoto. Mr. T. Sawaya is manager of the model section and visited here last winter. Mr. Niimoto plans to come this spring.

Second in size and growing rapidly is Katsumi Mokeisha. I am of the opinion that this company will soon be anyone's equal in quantity production. Katsumi makes most, if not all, of Max Gray's models. They also make our Shay, as they are an integral part of the new United combine which was formed to build HO and On3 for us exclusively. Others in the United combine include Atlas, Katsumi, Tetsudo, and Tsubomi (Japanese Atlas has no connection with the American Atlas Tool Co., manufacturers of track products. Ed.). There are also other manufacturers including Kyodo, Akane, New One, and Kawai.

Tenshodo also manufactures a complete EMD line: FT kit, FT painted, F7 kit F7 painted, GP7 and SD9 kits and painted. An F9 is scheduled for early release. Tenshodo models are distinguished from similar models of other manufacturers by the word "Tenshodo" which is cast into some part of the locomotive underbody or power truck.

Thanks for hearing me out and hope that this will clarify the situation somewhat.

William Ryan, Pres.
Pacific Mail
Edmonds, Wash.

● *Our sincere apologies to any RMC readers of Japanese extraction who may have been offended by our use of the abbreviation. And to Bill Ryan, our thanks for throwing some light on the model situation in Japan. Ed.*

HO Third Rail Shoes

Regarding my request for information on outside third rail shoes in HO (RMC Nov. '55), may I say that I have received many replies to my request, plus diagrams and samples. RMC seems to have very helpful readers.

W. H. Sherwood
Reseda, Calif.

There's Always A Prototype

In the June '55 issue, there was a question about diamond stacks and automatic couplers. In the Beebe book "Virginia & Truckee", there is shown a picture of "First No. 25", a wood burner with automatic couplers!

W. H. Sherwood
Cincinnatti 13, Ohio

Tinplate Discrimination

I had long considered RMC to be one of strict impartiality but was forced to change my mind after seeing the Dispatchers Report (Dec. '55). The comment that adults operating tinplate equipment can't see the pleasure of scale operation is the opposite of ideas which you have expressed previously.

Gerald Gleicher
Brooklyn 21, N. Y.

● *Ten demerits for the old DS. Ed*

The Two Dollar Question

What is the plural of caboose? Cabooses? Or cabeese?

Patrick Medina
New York 12, N. Y.

● *Cabin Cars. Ed.*

MODEL RAILROAD TIMETABLE

Shows And Meetings

HOBOKEN, N. J., Feb. 10-22. New York Society of Model Engineers 26th Annual Show, Lackawanna Terminal 2nd floor. Giant O gauge layout, also HO, TT layouts. Model displays, railroadiana. Open daily 5:30 to 10 PM, Saturdays and Holidays 1 to 10 PM, Sundays 1 to 6 PM. Admission adults 40c, children 25c.

NEW YORK CITY, N. Y., Mar. 2. Metropolitan District, Northeastern Region, NMRA, winter meeting. Con Edison Model RR Club are hosts. Theme will be Traction. Meeting open to all. Con Edison Bldg., Irving Place at East 14th St. 7:15 PM.

New Clubs

FLINT, MICHIGAN. Saginaw Valley Live Steam Association, new live steam group, already has 21 members. Gauges represented range from O gauge to 1½" scale. 9 members are building or operating live steamers. Membership details from Edmund B. Penrod, G-1217 Glendale Ave., Flint 3, Mich.

New Books

DO-IT-YOURSELF MATERIALS GUIDE by Clifford B. Hicks. 160 page hard bound library volume aimed at the homeowner but of tremendous value to any model rail whose layout could benefit from improved appearance of the layout room. The book is not a do-it-yourself book but instead is a guide to the materials available for people who want to do their own carpentry, electric, and similar work. For the modeler, the tables on woods, wallboards, electrical supplies, as well as data on how to attach shelves (or railroad benchwork) to cement walls, plumbing requirements, etc., are must reading. Popular Mechanics Press, 200 E. Ontario St., Chicago 11, Price $3.50.

LIBERTY BELL ROUTE'S 700 SERIES, a 16 page 6x9 booklet describing one of the best known Eastern interurban cars. Printed on glossy stock and well illustrated, the booklet includes a roster and history. Published by Lehigh Valley Chapter, NRHS. Price 50c (no stamps). R. L. Kulp, Editor, 602 St. John St., Allentown, N. J.

New Catalogs

THE HOBBY HOUSE INC., New Reference Catalog, 8½x11 8 pages. Glossy paper, many illustrations. Complete listing of items suitable for use with Lionel and Gilbert trains, O gauge scale. Included with this catalog are the Plasticville catalog and your choice of either the new Gilbert or Lionel catalog. Price 25c. 800 Huron St., Cleveland 15, Ohio.

THE HOBBY HOUSE INC., HO Ready-To-Run Catalog, 8½x11 4 pages, illustrated. Describes most major HO ready-run train lines, and clearly explains to beginner what HO is and can do. Lists many extras which transform any train set into a real model railroad. Price 10c. 800 Huron St., Cleveland 15, Ohio.

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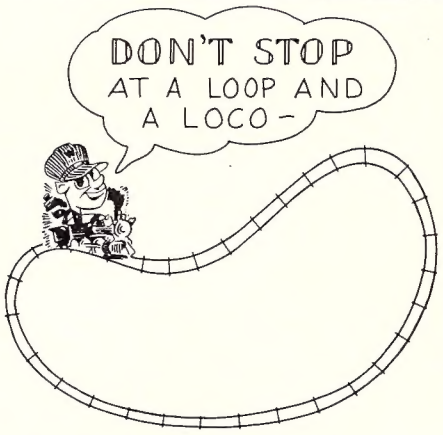

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DISPATCHERS' REPORT

"MODEL Railroading—your own world of pleasure" is the snappy slogan Max Gray uses on his envelopes . . . Binkley Models, who recently took over the Laconia HO line, have expanded again by purchasing Western Narrow Gauge, manufacturers of Code 70 and Code 100 rail and HOn3 stub switches, also HO stub switches . . . Lionel trains move radioactive materials around the laboratory at the Hanford Atomic Energy Commission plant. Remote control operation plus ability to do switching minimizes human handling . . . George Burns and Gracie Allen feature American Flyer trains on one of their pre-Holiday programs over CBS television.

Burns & Allen

Hi-Baller's Corporation has lowered price of their HO link and pin couplers to 49c pr. Their oldtime harp switch stand is now 59c. The company also has a new item, an old time banjo signal at $2.35 . . . Hi-Baller's Corp. now at a new address, 232 Virginia Ave., Burbank, Calif. . . .

HO gauge Bride and Groom multiple unit cars are coming from Pittman Electrical Development Co. The cars have dummy headlights, pantograph, Pittman power truck, and detailed plastic bodies with grey primer finish. Of freelance design, the cars come in easily assembled kit form . . . At least two big new manufacturers coming into HO, one with a complete ready to run line . . . Serious principals who would be interested in buying a scale O gauge rolling stock manufacturing business, contact the editor by telegram or phone.

The British claim to have developed the most powerful diesel-electric locomotive in the world, capable of developing 3300 h. p. It's a double ended unit, resembling the Jersey Central's 2000 series Baldwin hogs. The job weighs 106 tons, measures 66 ft. over buffer beams . . . April will be National Hobby Month . . . Bob Carpenter now supervising the running of Hi-Baller's Corporation, replacing his father who is taking it a bit slower. Maybe now he'll be able to finish that model railroad . . . A 15 foot long replica of the MoPac Twenty-First yards at St. Louis played an important part in a $200,000 lawsuit recently, which was won by the plaintiff. The plaintiff, a railroad employee, used the model to demonstrate that injuries he received were "wholly or partly the direct result of the negligence" of the defendant . . . Union Pacific ordered fifteen more gas turbine-electric locomotives from General Electric, each developing 8500 h. p. The new engines will be built in two sections, permanently coupled together, with a cab at one end. Geared for freight service, they will weigh 408 tons on 12 axles. Delivery of the first locomotive will be about May 1957 . . . The new gas-turbine locos will burn bunker C fuel, have AAR symbol 2 (C-C) . . . The first gas turbine locomotive was built by Brown-Boveri & Co., Ltd., Switzerland and was put into service on the Swiss Federal Railways in 1941.

America's Hobby Center celebrating their 25th Anniversary this year. The business was started with an investment of $25. Today they are one of the largest dealers in the hobby field . . . Watch for several big hobby field manufacturers to break into the HO railroad market this year with more ready to run equipment . . . From where the old Dispatcher sits, the market never looked better for the many manufacturers who turn out the real quality craftsman type kits which most of us like so well. If you like to build 'em yourself, keep your eyes on Binkley, Suydam, Walthers, L&W, Cliff Line, and the others, too. . .

Live Steam

The first new live steam group to organize in some time is now active in the Flint, Michigan area. 21 members have already joined and nine are busy operating or building new locomotives. President of the new outfit is J. Bullock, with Hal Pettit the secretary-treasurer. Ed Penrod, the dummy HO steam engine man, is publicity chairman. Says he hasn't given up HO but thinks live steam is pretty terrific. It sure is.

Lawrence Cowan, president of the Lionel Corporation, says that as long as there are boys from six to sixty, the electric train business will be a stable one. The old DS thinks it would be safe to extend that age grouping from

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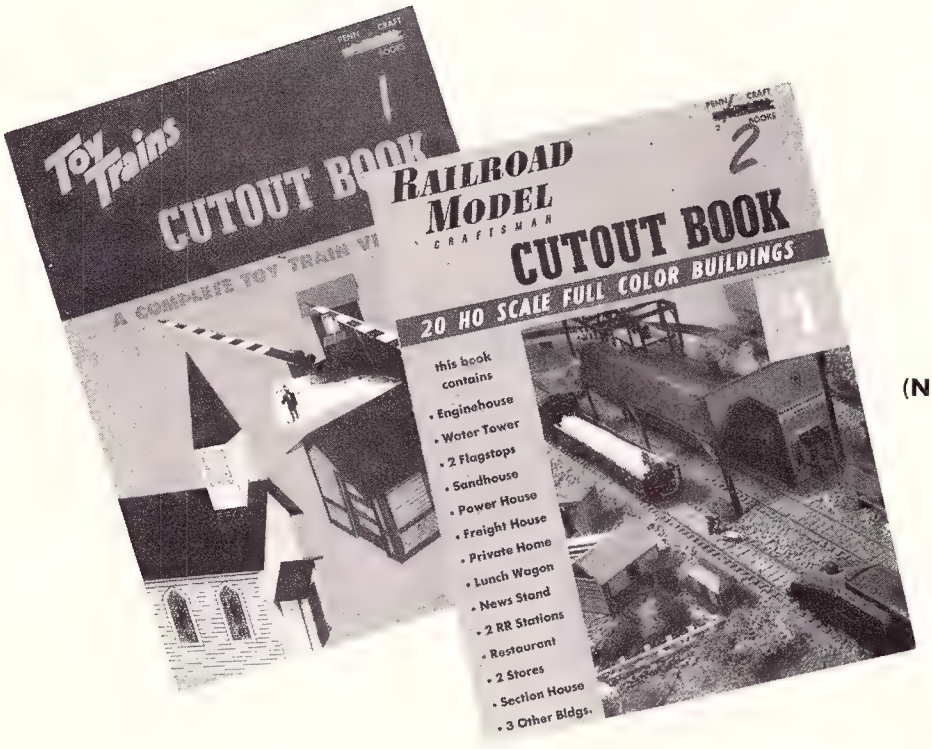

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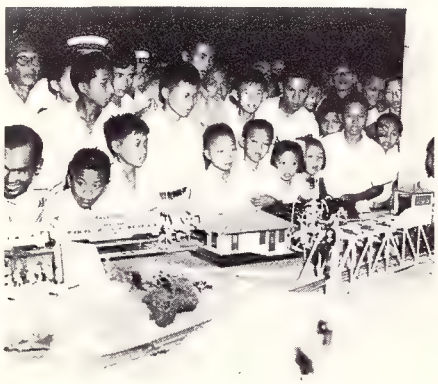
3 to about 99 . . . Houston Monorail originally intended to use bus bodies, now have planned entirely new coaches with the engineer-operator sitting outside the coach in a plexi-glass dome. Details of this project have now been shrouded in secrecy. Sounds fascinating . . . Model Die Casting announced complete across the board price changes . . . Custom Craft, of Waymart, Pa., has a new line of specially compounded model locomotive paints. These are slow drying oil base paints.



Good Will In Thailand

Lionel electric trains stopped the crowd at the recent International Trade Fair held at Bangkok, Thailand. For most of the natives it was their first glimpse of model railroading. Train operation had to be stopped at intervals to clear the crowd . . . Frank Sadlo heads Niagara Frontier Region, NMRA, for 1955-56. From the lineup of their other officers, looks like they'll have a bangup year. The NFR is an international region, hitting both New York and Ontario. . .

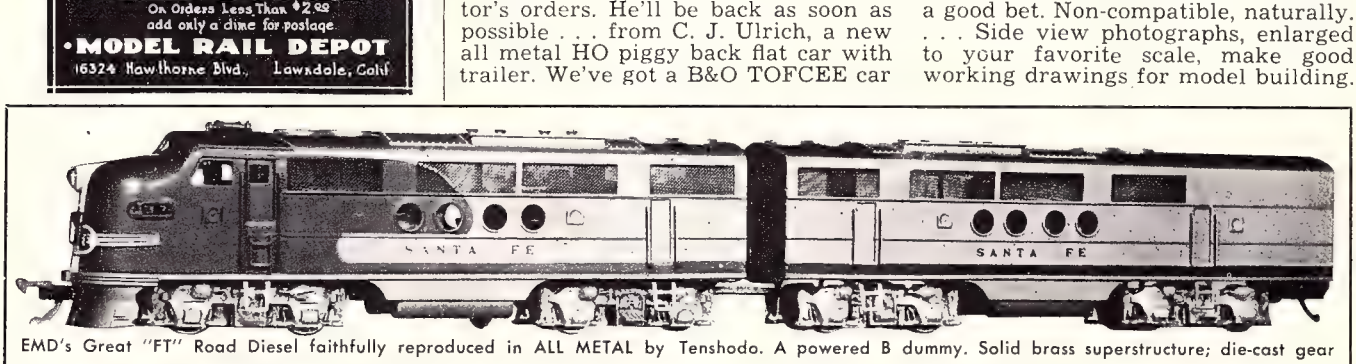
. . . Model railroad passes keep pouring in. We've never seen such an interest in these little cards in all our hobby experience . . . Simmons-Boardman have a special on their famous Car Builder's Cyclopedia . . . Simmons-Boardman's new Electricity book, by Paul Mallory, just off the press. Haven't seen it yet but grapevine says it is good and understandable. Mallory is an electrical engineer with Bell Labs; very active in NMRA. . .

Lloyd Giebner, whose series of structure articles in RMC has made him famous, suffered a serious cut on his hand which will keep him away from modeling for several months. Doctor's orders. He'll be back as soon as possible . . . from C. J. Ulrich, a new all metal HO piggy back flat car with trailer. We've got a B&O TOFCEE car and it's a beaut . . . new Penn Craft Cutout books moving fast. There's one with a complete cutout HO village, another for O and S gauge. Only one dollar at most dealers, or direct from the publisher at Ramsey, N. J. . . . If you've a good sized yard, or better, try outdoor railroading. Charles William Doepke Mfg. Co., Rossmoyne, Ohio, have a gasoline powered diesel loco, track and switches, handcar, and other accessories that will set you up with a man carrying railroad. Gauge is unstated but is guess-timated at about 8". Details from manufacturer. . .

Those airplane travelling Railroad Enthusiasts from New York City are back home after three weeks of European railroading, during which time they were wined, dined, and made welcome by the British Region, NMRA. Plenty of steam in England yet but diesel are on the way . . . Many model builders asking for more metal and quality wood construction kits . . .

New York Central using six United States Army road switchers on it's West Shore line. Built by G. E., they look like Baldwin units . . . South Shore Distributors (see ad elsewhere) readying an HO Pacific Electric car. Delivery date still uncertain, probably available by March. It's an import, nice detail . . . For some real railroad sightseeing, nothing surpasses the view from the front window of a Hudson Tubes (Hudson & Manhattan Railroad) train, running from any New York station on the line to Penn Station, Newark. Torturous underground curves, short cars, the underwater tubes, the dank smell, and then the fast cross-meadow run combine to create a type of railroading found no where else.

William K. Walthers just out with a brand new decal herald sheet for HO, printed on a new non-cracking decal paper. 99 heralds only for $3.00 . . . The convenience of using special model railroad power packs with built in rheostats, circuit breakers, warning lights, and posts makes the use of transformer and rectifier combinations seem obsolete by comparison. Possible exception, where packaged power is not sufficiently powerful as for large club or private pikes . . . At least one manfacturers group reluctant to advocate any one standard coupler for HO gauge . . . The prospects of a new HO coupler appearing on the market within the next twelve months seems a good bet. Non-compatible, naturally. . . . Side view photographs, enlarged to your favorite scale, make good working drawings for model building.



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Stripwood sides and pine shavings for shingles give this old barn much of its charm. Both barn and farmhouse have been so scaled as to take up least amount of room on a layout; still look authentic.

Farmhouse is small yet typical of thousands which can be seen dotting countryside from train windows. Entire farm need not occupy more than small corner. Few cows or furrows suggest the rest.

THERE are many farms which take up a tremendous amount of space, more area than most modelers have railroad space. Even a small farm requires a vast area, in terms of the total space available to the average modeler. It is fortunate that by means of various modeling tricks, we can still incorporate on our layouts, authentic looking farms which need not take a back seat to anyone. Place your farm on the side of a hill and imagine that the rest of it is out of sight, but there just the same. Or stick it into the far corner of your layout, where your tracks curve around. There won't be much room but there will be enough. Just a suggestion of the fields or of the pastures will be enough to complete the illusion that you have a complete farm.

This little farm scene is built up of individual pieces and has a considerable amount of detail although not nearly as much as is possible. The interior could be completely detailed, from furniture, tiny piping and china to the broom in the corner. The exteriors and the farmyard offer great opportunity for detailing, too. The little trees, stumps and bushes are bits of plant root and the scene could stand a great many more of them. Cows and horses can be made of modeling clay or, more easily, can be bought. Detailed little chickens, for the chicken house would be an interesting project. In short, detailing the farm would be limited only by your imagination and the skill of your fingers.

The scene takes up very little of your layout space which is so precious, even in TT. The weather stained buildings are at home on a layout depicting modern operation or on one where old time is the theme. Follow the directions and drawings as closely as posible and you will wind up with a scene you and your visitors will find most charming. If you wish to build the farm in another gauge simply take off the dimensions and rescale them to your gauge.

Lets start with the farmhouse. Fig. 1 shows front and side views. Using the templates in Fig. 2, you can either make a framework similar to actual construction or a bristol board side. Over this we will glue the side boards. The side boards are made of 1/32" or 1/64" sheet balsa, bass or pine. My house is painted a dull red and all the boards are not the same degree of redness. Remember paint on wood lasts for varying periods of time depending on the properties of the wood to which the paint is applied. This accounts for the fact that wood cars and structures in real life often have some boards well covered with paint and some with the paint discolored and peeling. With this in mind streak the wood for the sides with a thin wash of paint in varying shades of red then apply them to the sides to achieve the weathered look.

The windows are made as per de-

add farming TO YOUR RAILROAD

The tiniest layout can find room for this small farm cluster. All wood construction makes this an excellent beginner's project. Finishing details, wagons, cows, are at your hobby dealer.

by Joe Wilhelm

tail sketch with acetate backing up the window framing, I guess just about everybody has their own favorite way of making windows so I won't go into further detail on them. Don't forget the flower box on the front window.

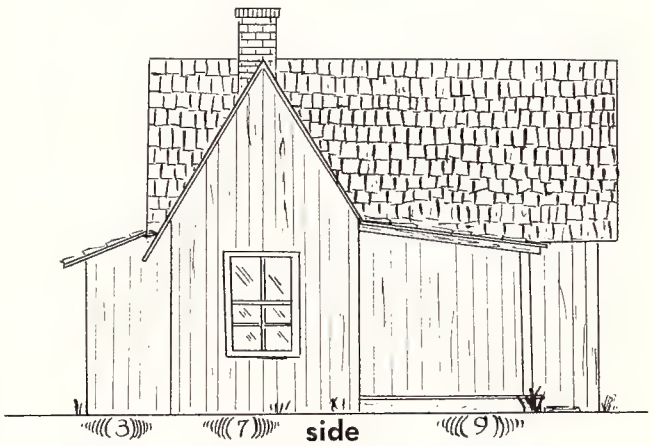
The farmhouse sides are now put together. They should be completely finished including windows before assembly. The porch is put on using the same material for the flooring as the side of the house. The porch frame is built of heavy lumber, about 4" x 12" should do. Now cut from sheet stock the four pieces for the house roof, one piece for the porch roof and one for the shed attached to the rear of the house.

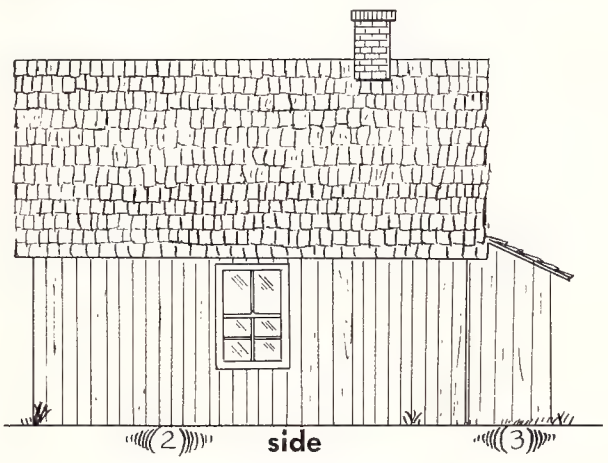
Now we can get started on the roof shingles. Here is a method that will give you the thinnest wood you ever saw. It can be used for many other things besides shingles and is an extremely useful idea to add to your bag of tricks. First we take some fine grained wood, Bass or Ponderosa Pine will do, with a plane set to its finest setting and with a razor sharp edge we plane shavings from a block of wood about one inch wide and twelve inches long. These shavings will come out all curled up. They are soaked in hot water for about half an hour to make them straight. Now they are ironed out with a hot iron and are allowed to cool between the pages of a large book.

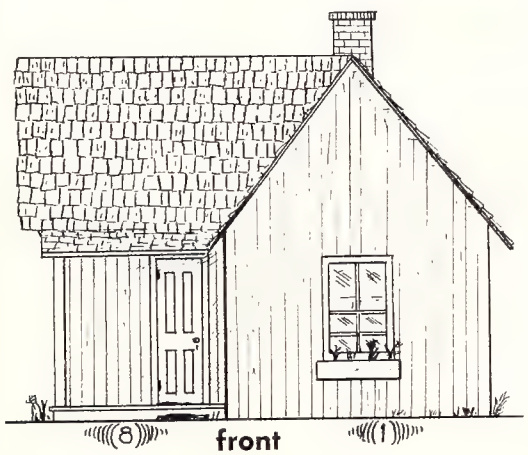
Stain the shaving with tube oils diluted to a watery consistency, this should be a light streaky brown. When this is dry they can be cut into individual shingles. These are applied to the roof with your favorite glue. Be sure to stagger them up and down a bit. Don't make them too even.

The chimney is made of a piece of pine with the bricks carved in. Paint the whole thing white and then paint in the bricks with red leaving the mortar white. Smudge up the top with flat black paint.

The barn is constructed in the same manner as the house. In Fig. 4 we have the front and side views. The two sides are identical and the back of the barn is plain with no windows or doors. The barn windows have no framing or glass. If







1/8" scale for HO Gauge

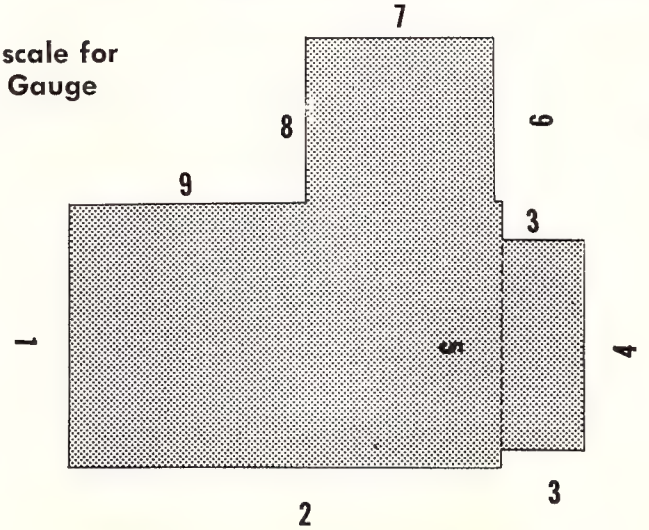
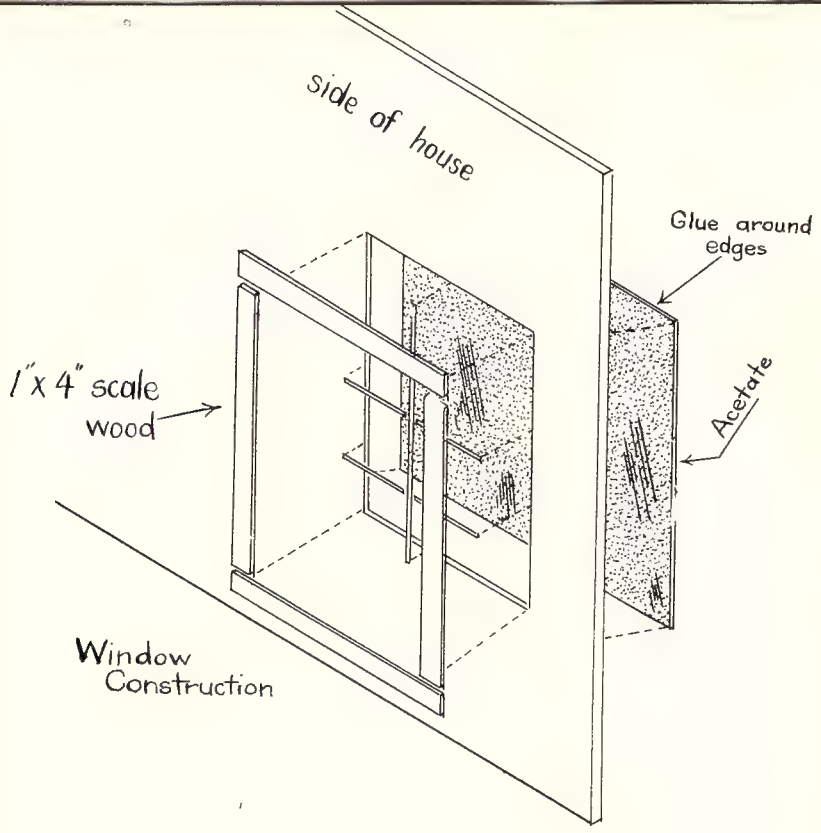


Fig. 1


side of house
Glue around edges
1"x 4" scale wood
Acetate
Window Construction

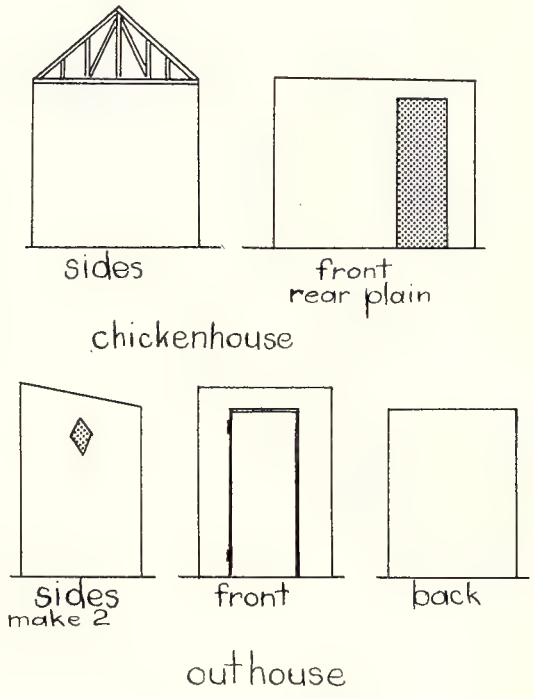

sides
front
rear plain
chickenhouse
sides
make 2
front
back
outhouse

Fig. 3

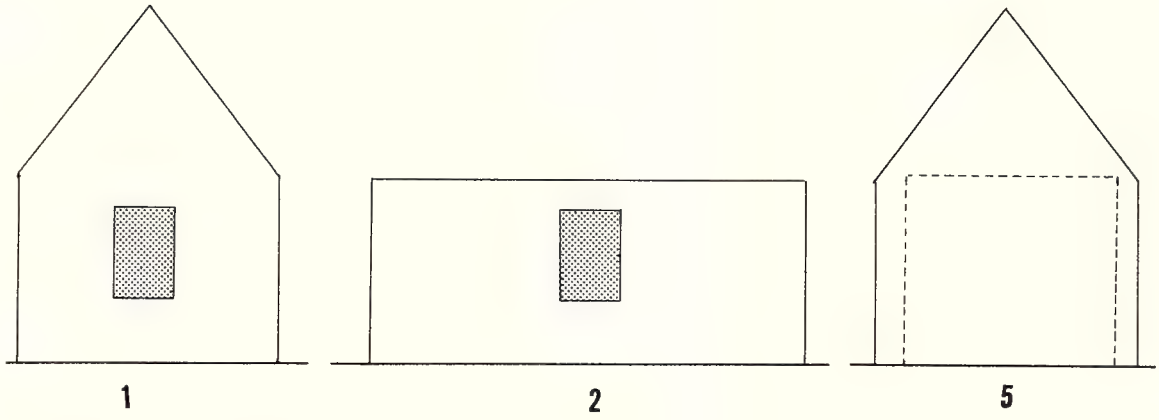
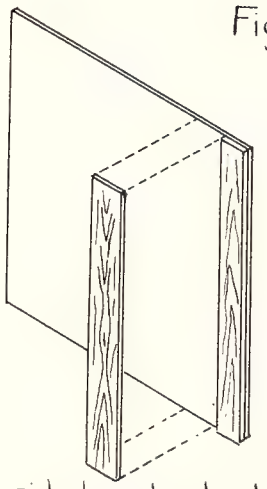
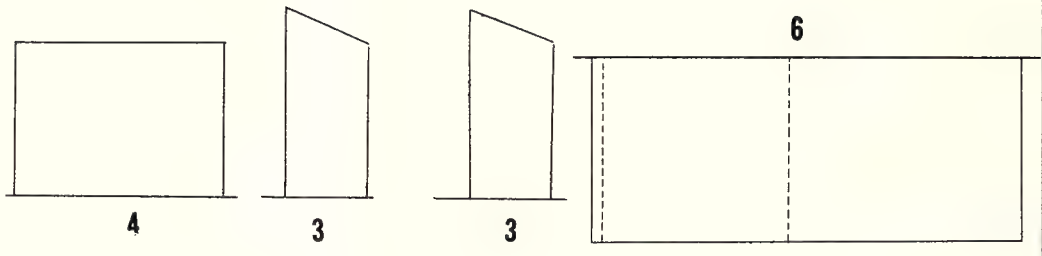
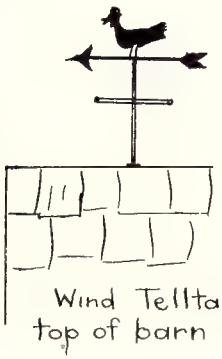
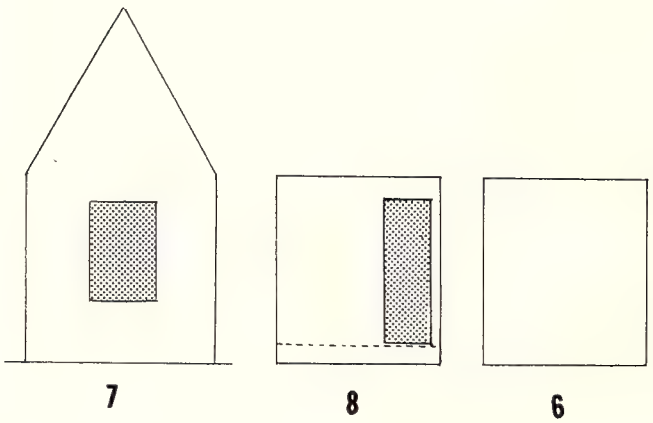

1
2
5

Fig. 2


side boards glued on templates


4
3
3
6


Wind Telltale
top of barn


7
8
6

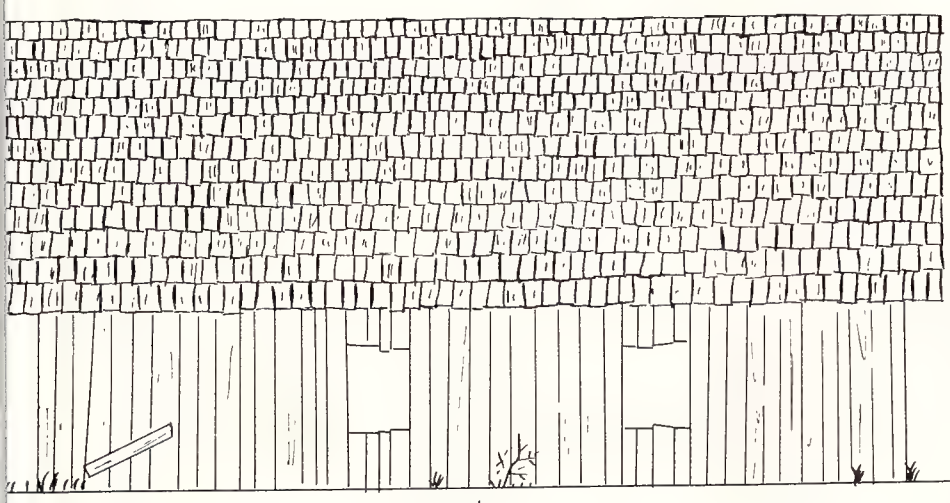
your layout theme is in the northern climes these should be added. The templates in Fig. 5 are used in building the sides and ends. I put a floor in the loft of my building and extended a post over the loft opening for use with a block and tackle for loading and unloading the wagons. The barn is painted a dull weathered red the same as the house. The weathervane on top of the barn is made of shim brass soldered together.

The outhouse and chickenhouse are of very simple construction. The sides and ends are shown in the drawings. Make a litle fence around the chicken house. Be sure to put in a small gate and paint in weathered tones of red.

The little farm shown in the photos was mounted on ground made of Texture Paint and then painted with oils to resemble grass and earth. The small trees and bushes can be made of the roots of many types of garden plants. You will have to pull up a few till you find a suitable root you can cut into pieces and glue in small holes punched in the baseboard. The fence around the fields is made of scale wood for posts and thread for barbed wire. Notice all the fences are not alike, because on an old farm like this they were probably put up years apart and the same material was not used because of unavailability of material or economic reasons.

Future buildings for your farm could include a windmill, pump, silo, wagons, plows, old auto, etc. A little road runs in front of the farm and an old mailbox hangs on a post near the front gate. On my layout a track runs along the road for some distance, then the road crosses the tracks on a typical bumpy country crossing.

Best of luck with your model and if I can help, please write me.



side

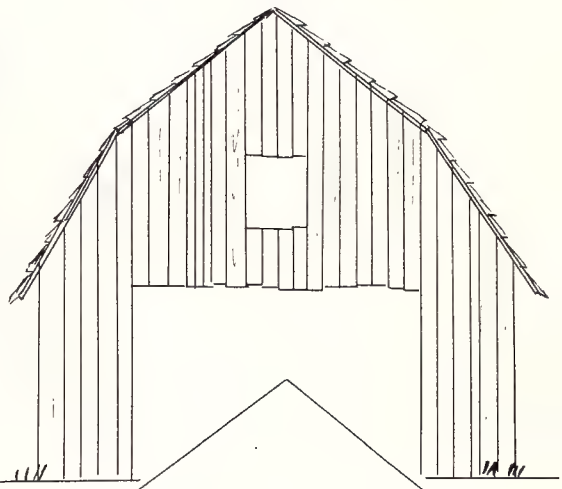


Fig. 4

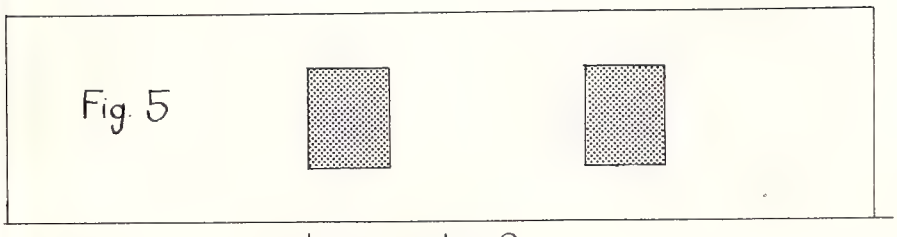
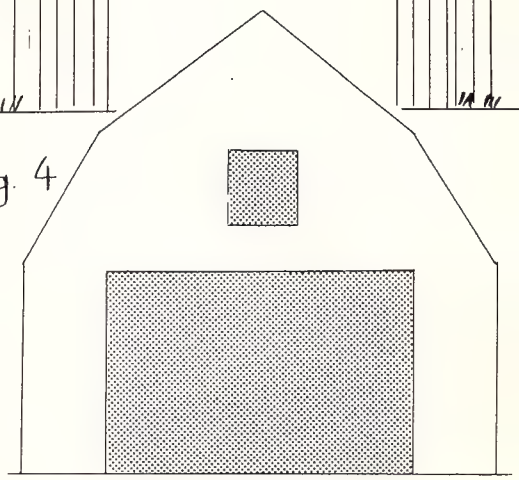
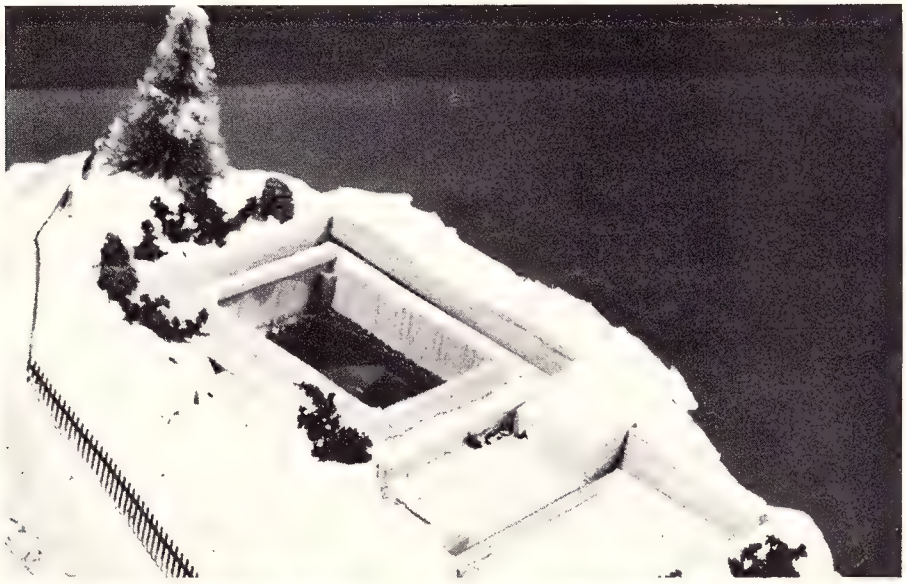


Fig. 5

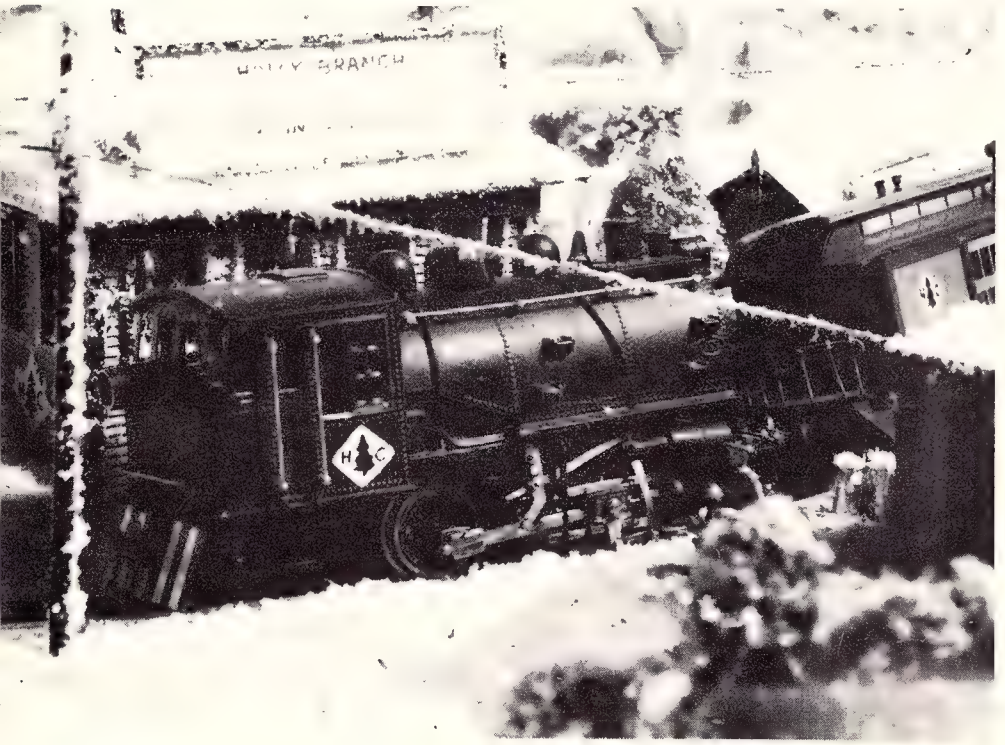
sides - make 2



front - back plain



A rough wooden framework provided support for the screenwork. This was coated with plaster, applied in likely snowdrift fashion. Buildings have separate foundations permitting easy removal. The plaster was then painted with white enamel, everything sprayed with plastic snow.



Holiday Central's One Spot and a Laconia combo of ancient vintage provide snug passenger service for those few hardy souls daring to risk the heavy drifts. The old Dockside and coach happily go downhill on the icy rails; will be glad when the day's run is over and they can again bask in the smoky warmth of the snowfree roundhouse. Builder Pitt is from Schenectady.

WHILE the winter holidays are over, winter is still very much in evidence in the northern areas of this country. So much so, in fact, that the photos shown on these pages were taken to show those modelers in other warmer sections of the country just what they are missing.

The Holiday Central was originally proposed somewhat prior to the Christmas season, hence its name. Due to various circumstances, a temporary line for the holidays was the only means of receiving a working charter, so a corporation was quickly formed. The chief surveyor, after much investigation, located a good site for the right of way and when the Supt. of Motive Power turned up with the motive power and rolling stock (a Varney Docksider run cab forward and a Laconia Shorty Combo) along with the power pack and some miscellaneous items, stock was immediately sold and working capital raised.

The location selected that gave birth to the Holiday Central was an abandoned fireplace (the chief surveyor saw to it that it was abandoned. Work was started immediately with a framework of wood and roadbed constructed which ended up in a 14" radius circle.

Because time was fast running out, pre-fab houses (kits that is) were selected. The landscape was roughed in and the dimensions of the structures were laid out and foundations built. To prevent trouble from the lights being on most of the time, glass plates were built into the foundations with lights installed in tin cans and suspended directly beneath the glass. The inside of the houses were made light tight and painted aluminum to increase the illumination. The system also makes all the structures removeable. See photos left.

My wife who is Ass't. Gen. Mgr. of the Holiday Central turned out to be an excellent house and sign painter, as she handled the painting 100 per cent.

The location of the Holiday Central made blasting a necessity and thus there are many rock cuts, tunnels, and in places retaining walls. The little town of Mistletoe Gap is equipped with power lines and a small spring fed lake. Naturally, Christmas should be white, so the landscape was covered with a smooth coat of plaster, painted with a white enamel, and then sprayed with plastic snow.

HOLIDAY CENTRAL RR

Most scale model railroaders shy away from winter scenery because snow is difficult to model effectively. Done right it can't be beaten.

by W. A. Pitt

a small derrick you can build

by Walter J Hill

staff photos

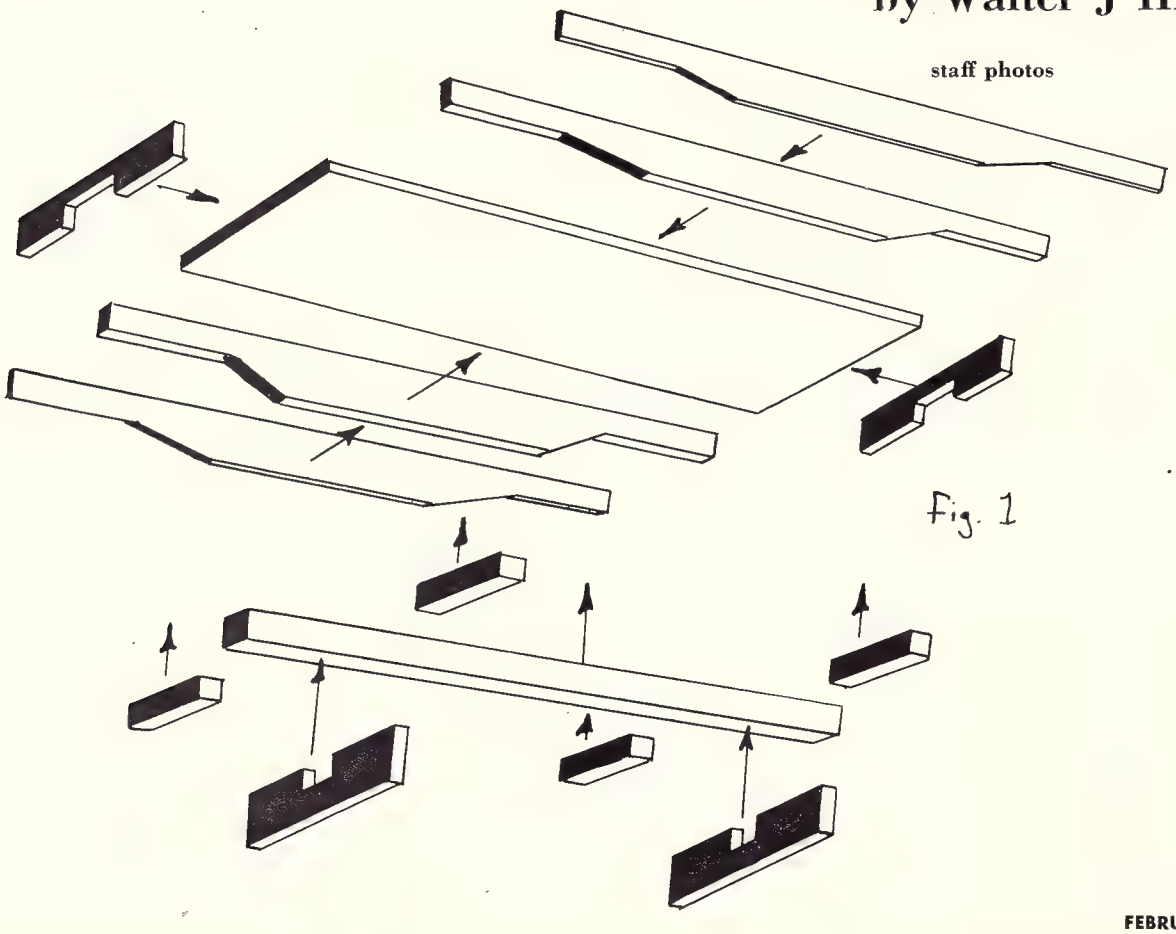


Fig. 1

LITTLE HOOK

EVERY railroad needs a light duty derrick for use in a work train to handle rails, ties, or steel for bridge and culvert construction. The derrick shown here was built in the shops of the Green Hill & Atlantic Railroad (RMC Dec. '55), from wood, bristol board, illustration board, and wire. The car has no particular prototype but might be called typical of many. It's the type of thing which the master mechanic of any typical small railroad might put together if called upon by his superiors to build a small derrick for that railroad.

The derrick is built on a standard forty foot flat car, preferably of an older design. This can be a kit built job. Others may prefer to build the car up entirely from scratch.

The boom and supporting framework are made of 3/16" square pine. The boom is 4¼" long. With a modeler's knife, cut the upper end to approximately ⅛" diameter for a distance of 3/16". This portion is painted black. On the lower end drill a hole for an ordinary pin, 3/16" from the end. The upright member on which the boom turns is 3-7/16" long and is fastened to the floor with a pin driven through the floor of the car. It is located 3½" from the end of the car. The two angled members of the derrick should be 4¼" long to start, and are trimmed and fitted. The lower end is located 5½" from the end of the car. The boom rests near the coupler are made of 3/16" pine. The piece resting on the deck is ¾" long. The two vertical members are ⅝" long.

The rotating base for the derrick is 2" in diameter and 5/32" wide, and is made of card stock or bristol board rolled in a double layer, cemented with model cement, and held with a paper clip until dry. The eight wheels are equally spaced around the circumference and are made of bristol board as shown in figure 2.

The plate bolted to the deck on which the derrick revolves is made of bristol board as shown in fig. 3.

The steps shown on one leg are made of copper wire or paper clips and are 7/16" long. The blocks are store bought. Many hobby shops sell ship building parts. They come in many sizes. Do not try to make them as they are very inexpensive.

The boiler is detailed in fig. 4. The water tank is made of ¾" dowel and is supported on a framework of 1/16" dowels. 1/16" dowels are used as first aid applicator sticks so you may have some in your own home first aid cabinet.

The seat is formed with a bristol board back on a seat of illustration board, supported by 3/16" square balsa wood. A 3/16" dowel will do as well. See fig. 5.

The control handles are copper wire forced into a 3/16" square of balsa wood with half round ends of bristol board. See fig. 6.

Fig. 7 shows the steam operated winch which is formed on a 3/16" dowel 1-5/16" long.

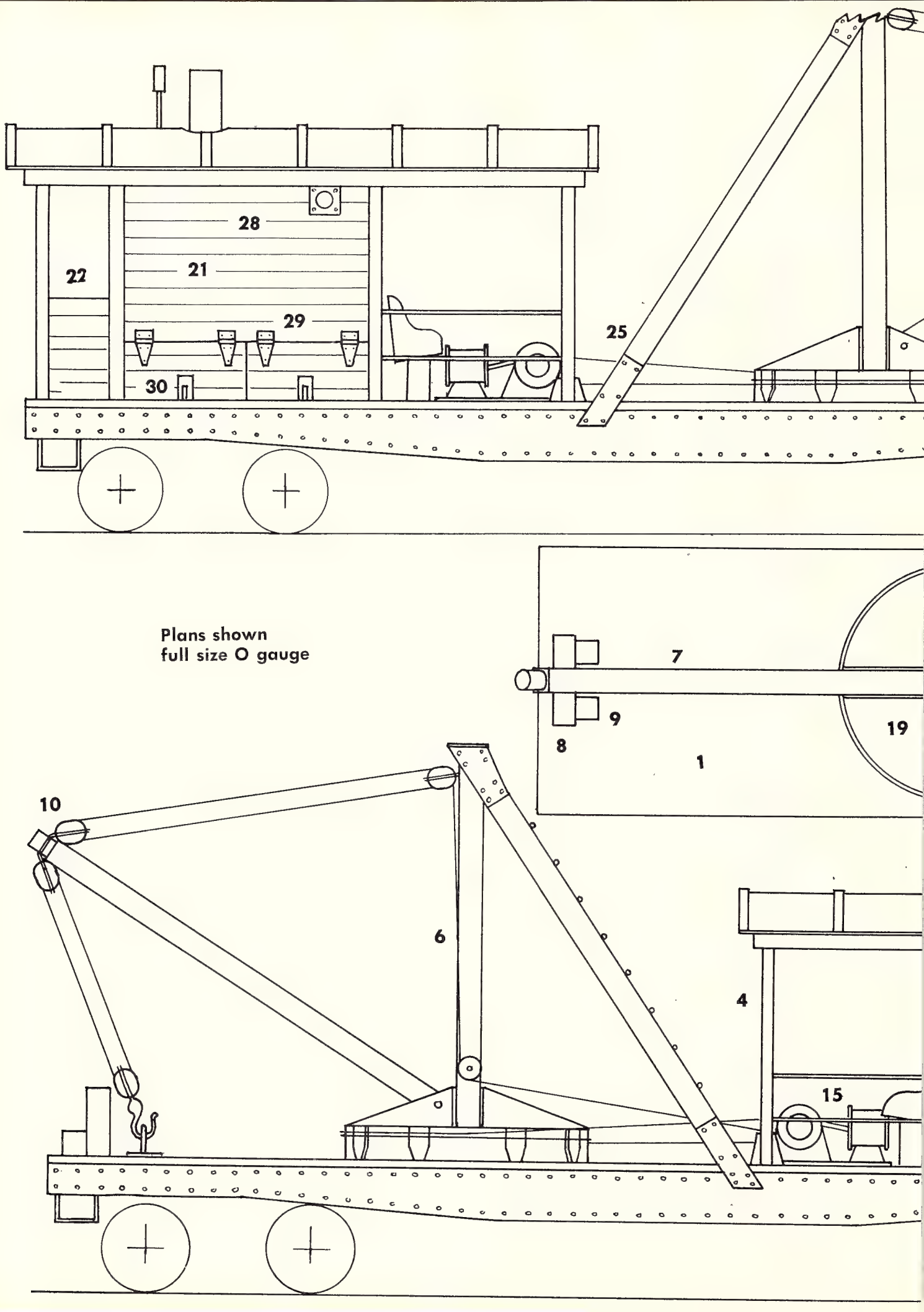
The steam cylinder is a 3/16" dowel ¼" long with flanges cut from bristol board about 5/16" diam. Mount on a base of balsa wood so that the center of the cylinder is ⅜" above the deck, the same height as the center of the winch. Make a connecting rod of wood and glue to the center washer on the winch.

The shelter is supported by 3/32" square uprights. The wall comprising the tool boxes and water tank support is of illustration board scribed ⅛" apart. Some modelers may prefer to use commercial precision scribed wood. The hinge detail was made from bristol board. Commercial hinges are also available in both HO and O gauge. The filler cap for the water tank near the roof is a ⅛" dowel.

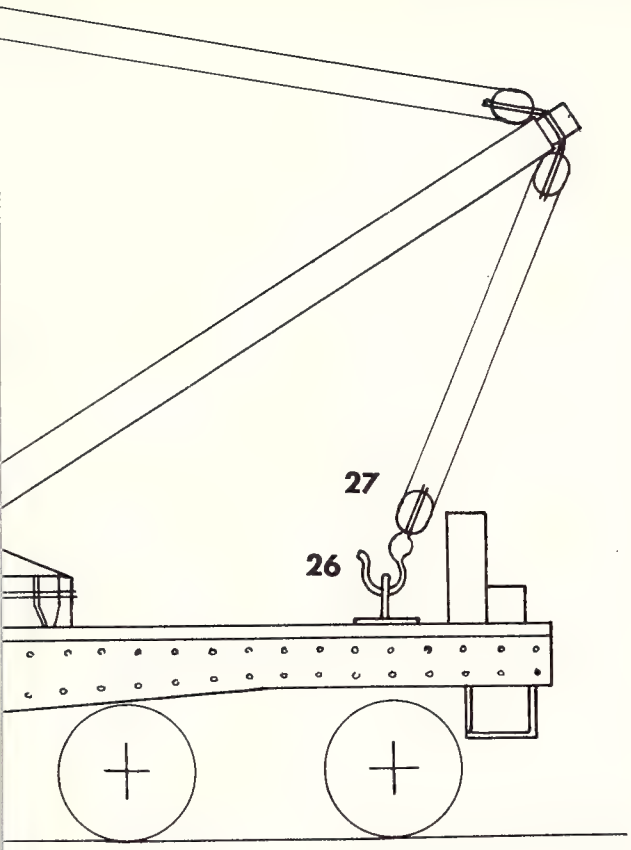
For the steel cable on the derrick use fine copper wire, black button thread, or fine fish line. Thread it through the blocks and around the base of the derrick.

The author's model is painted in rather light colors which has the advantage of making the many details easier to see, especially when one considers the poor light available to most model railroads. The flat car is pearl grey with boiler, water tank, tool box, and boom base all a dark grey. All booms and posts are white with the inside portion of the seat a bright red. Roof top and flat car floor are tuscan red. Trucks are dark grey with rims painted silver. For added weight, molten lead was poured into a shallow box on the underside of the car.

The car as built by the author stands 4½" high or 18 scale feet If clearances on your line are low,, it may be necessary to revamp the boom height to suit your own conditions. Don't expect this car to pick your prize F-3 or J-2 out of the ravine. For light work and atmosphere it's a car that'll be hard to beat.



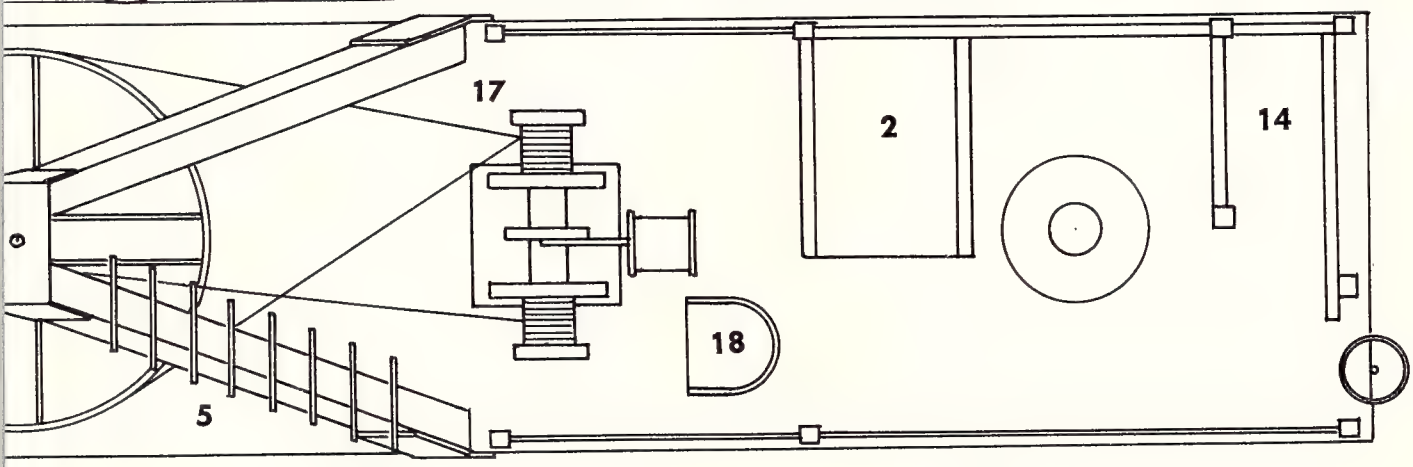
Plans shown
full size O gauge

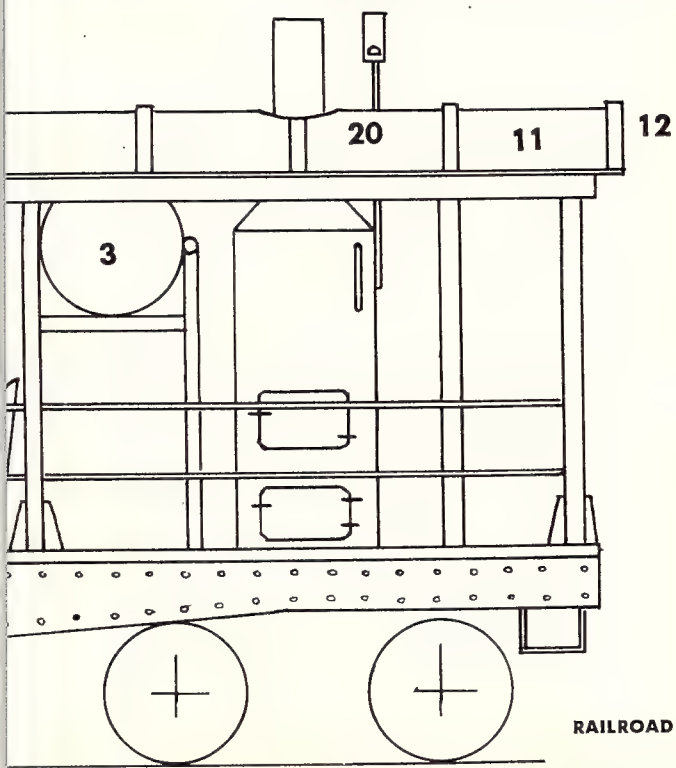


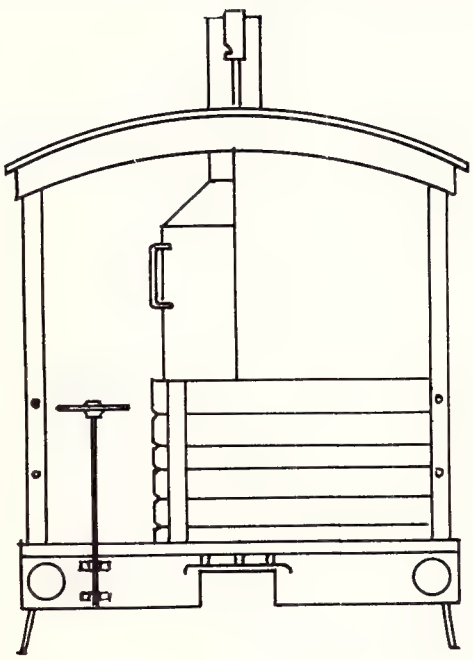
LIST OF MATERIAL FOR HO AND O GAUGE

PART NO.	PART NAME	HO GAUGE	O GAUGE	MATERIAL
1	Flat car	5¼" long	10½" long	kit or built up
2	Water tank	⅜" x 1⅛"	¾" x 2¼"	dowel
3	Boiler	⅜" x 1⅜"	¾" x 3¾"	dowel
4	Posts	1/16" x 1"	3/32" x 2"	sq. pine or bass
5	Braces	3/32" x 2⅛"	3/16" x 4¼"	sq. pine or bass
6	Post	3/32" x 1¾"	3/16" x 3½"	sq. pine or bass
7	Boom	3/32" x 2⅛"	3/16" x 4¼"	sq. pine or bass
8	Boom rest	3/32" x ⅜"	3/16" x ¾"	sq. pine or bass
9	Boom guides	3/32" x 5/16"	3/16" x ⅝"	sq. pine or bass
10	Ship model blocks with four holes			
11	Roof	2½" x 1¼"	5" x 2½"	bristol board
12	Strips	1¼" x 1/16"	2½" x 1/16"	bristol board
13	Fence	¾" x 7/16"	1½" x ⅞"	illustration board
14	Coal			the real thing
15	Hand rail wire	3/32" x 5/16/	3/32" x 5/16/	Paper clip formed into hook and
16	Boom base	1" diam. x ⅛"	2" diam. x 5/32"	roll up and cement a double layer of bristol board
17	Steam winch	⅛" x ⅝"	3/16" x 1¼"	build up of washers on a dowel
18	Seat	⅛" upright	3/16" upright	bristol board on pine upright
19	Braces			birstol board
20	Whistle			hand rail wire and wood
21	Car side	1" x 1-1/16"	2" x 2⅛"	illustration board
22	Fence	¼" x 7/16"	½" x ⅞"	illustration board
23	Cable			fine copper wire or thread
24	Doors			bristol board
25	Gussets			bristol board
26	Hook			Paper clip formed into hook and fastened to ship model block with cement
27	Cement			fast drying model type
28	Water tank filler cap			
29	Tool box hinges			
30	Latch			
31	Water gauge			staple

NOTE: HO dimensions given above are one half the O gauge dimensions. 3.5 mm plans have also been included and those who prefer to take their dimensions directly from the plan may do so. The resultant model will be 10 per cent larger. Since the model is a freelance design, although typical, either will be correctly scaled for HO gauge.







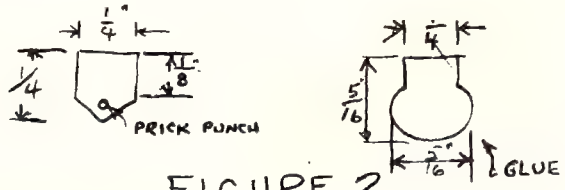
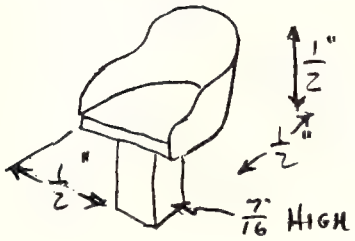
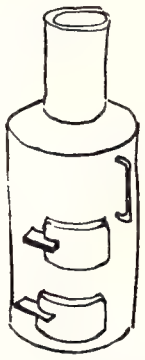
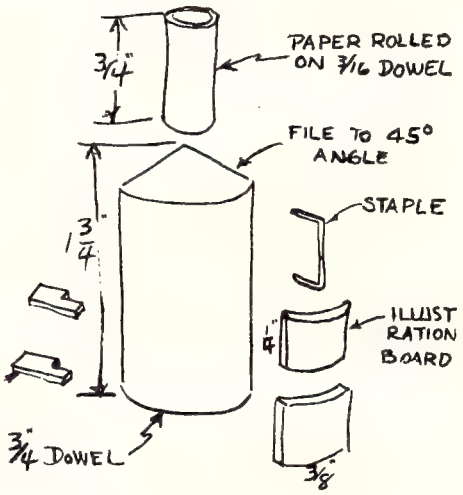


FIGURE 2







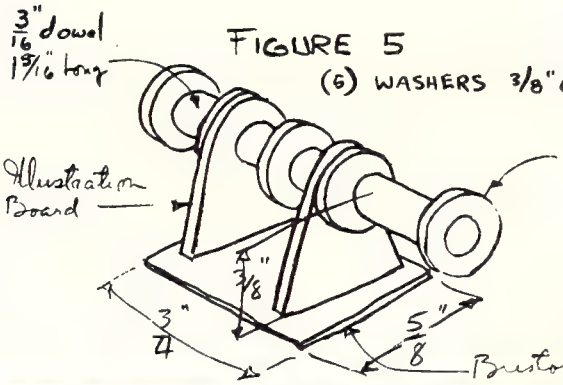


FIGURE 5

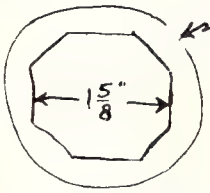


FIG. 3

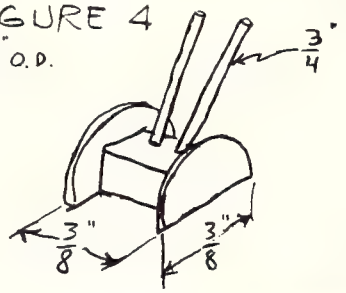
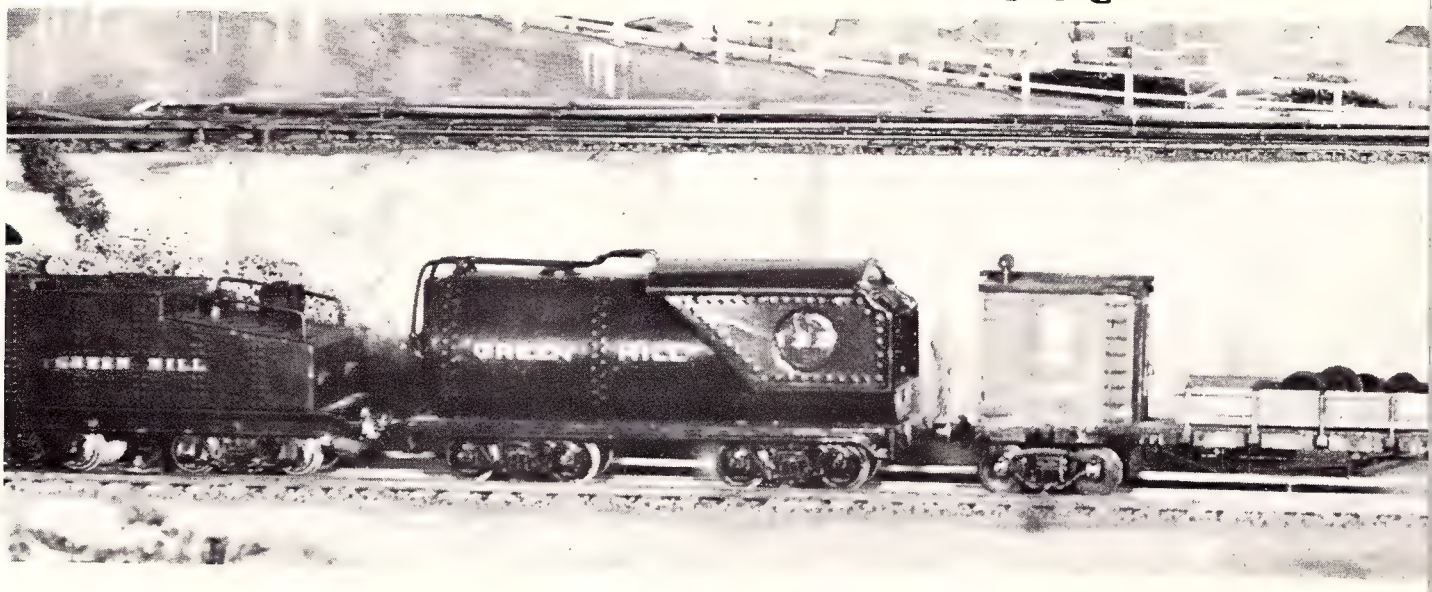
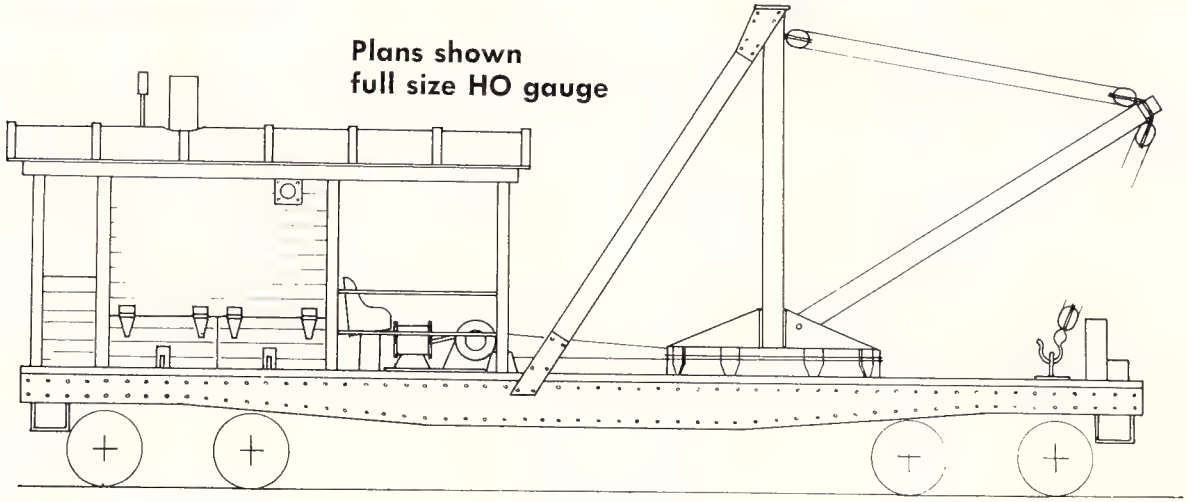


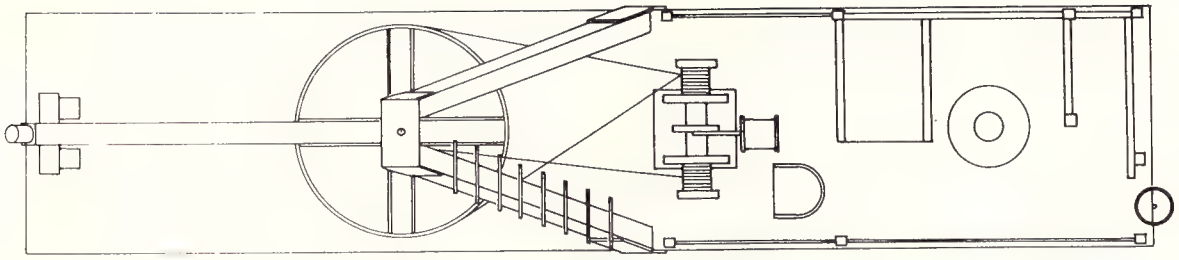
FIGURE 6

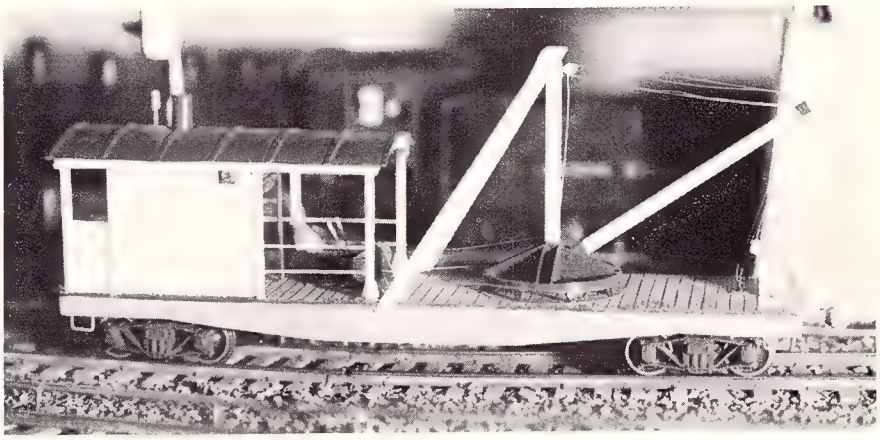
FIGURE 4





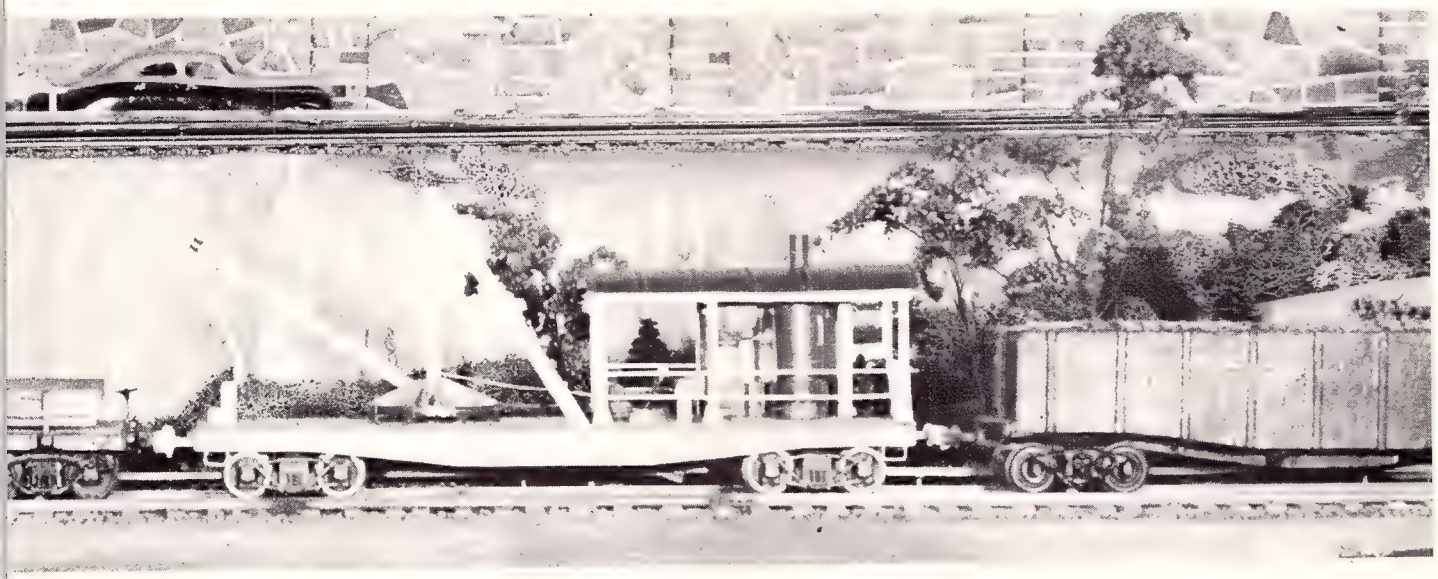
Plans shown full size HO gauge

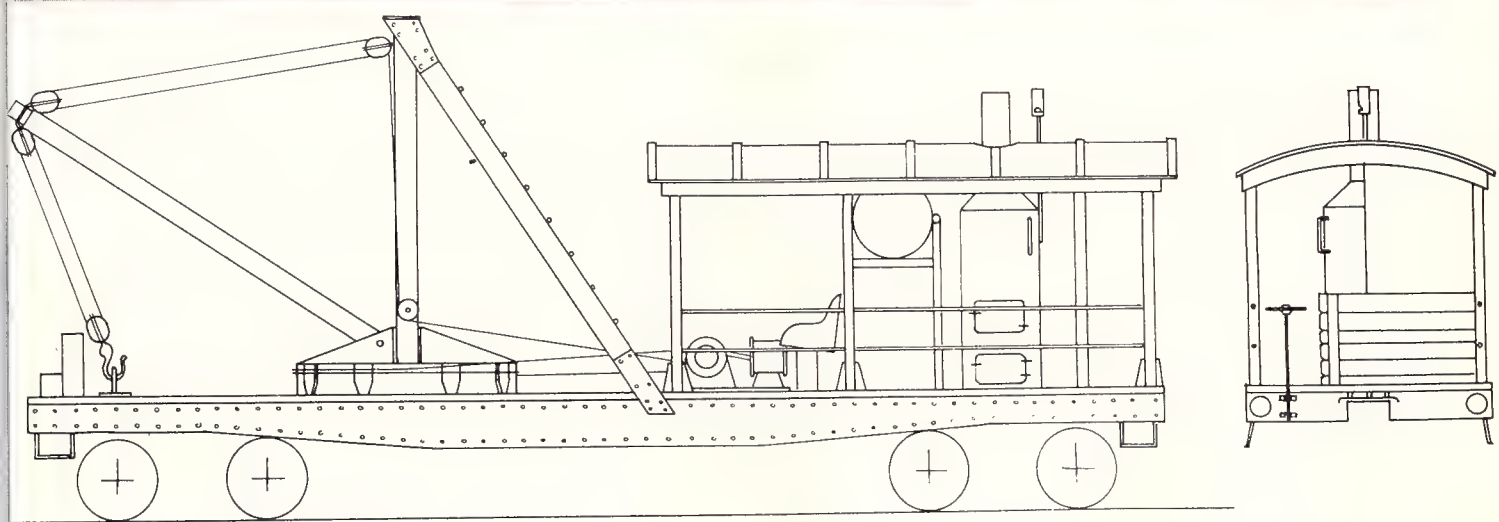




RIGHT: Right side view of derrick shows closed wall with tool boxes and location of water cap near roof. Roof of author's model is bristol.

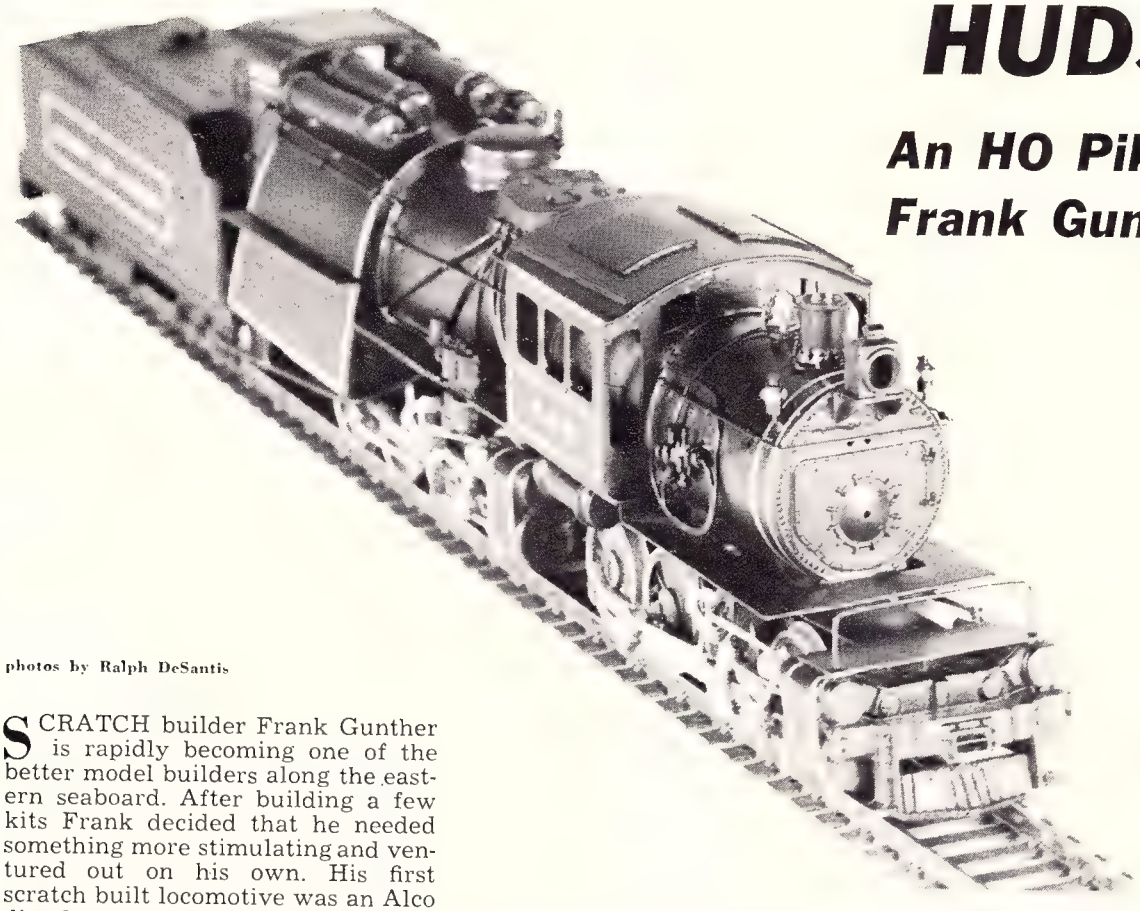
BELOW: A work train on the Green Hill & Atlantic shows our crane enroute to some job along the line. Tender 123 has had drawbar replaced with coupler; supplies water, coal to worktrain.





HUDSON &

An HO Pike By Frank Gunther



photos by Ralph DeSantis

No diesels are needed in helper service when this monster 0-8-8-0 hits the high iron with a heavy freight drag. Built from plans appearing in the July 1955 RMC, builder Frank Gunther made some modifications to suit his own requirements. It's his 2nd scratch loco.

SCRATCH builder Frank Gunther is rapidly becoming one of the better model builders along the eastern seaboard. After building a few kits Frank decided that he needed something more stimulating and ventured out on his own. His first scratch built locomotive was an Alco diesel road switcher. This engine takes a 10" curve with it's Lindsay L-140 trucks and was built entirely of copper. Frank uses her as his workhorse and he says "she is tireless."

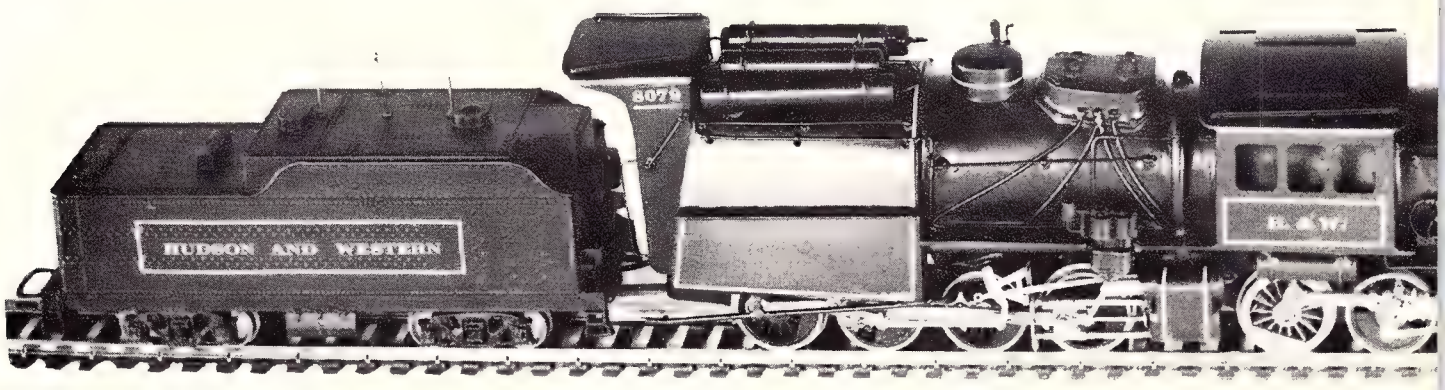
The articulated 0-8-8-0 camelback was built from RMC plans appearing in the July 1955 issue, by Bill Schopp. It has Varney frames modified to suit Mr. Gunther's own requirements. Drivers are Varney while most of the fittings are from Central Valley. The boiler was made from .010 shim brass while cab, firebox and other parts were fashioned from copper. The tender is a thirty-two footer from Model Die Casting. Yellow decals were used for striping. Frank received a lot of help and advice in selecting his parts from Arno Rinck, of Eastern Model Railroad Co.

While the original article recommended use of a Mantua PM-1 motor, Frank did some revamping and was able to install a huskier DC-71, which has enabled the engine to haul twenty 4 oz. cars without effort. It seems amazing that this monster will negotiate a 16" radius curve with ease. Sixty-four hours were required in the construction, along with part of the U. S. Mint. The engine does not follow the Schopp version fully, for as Frank says, "Who has more right to modify than the builder."

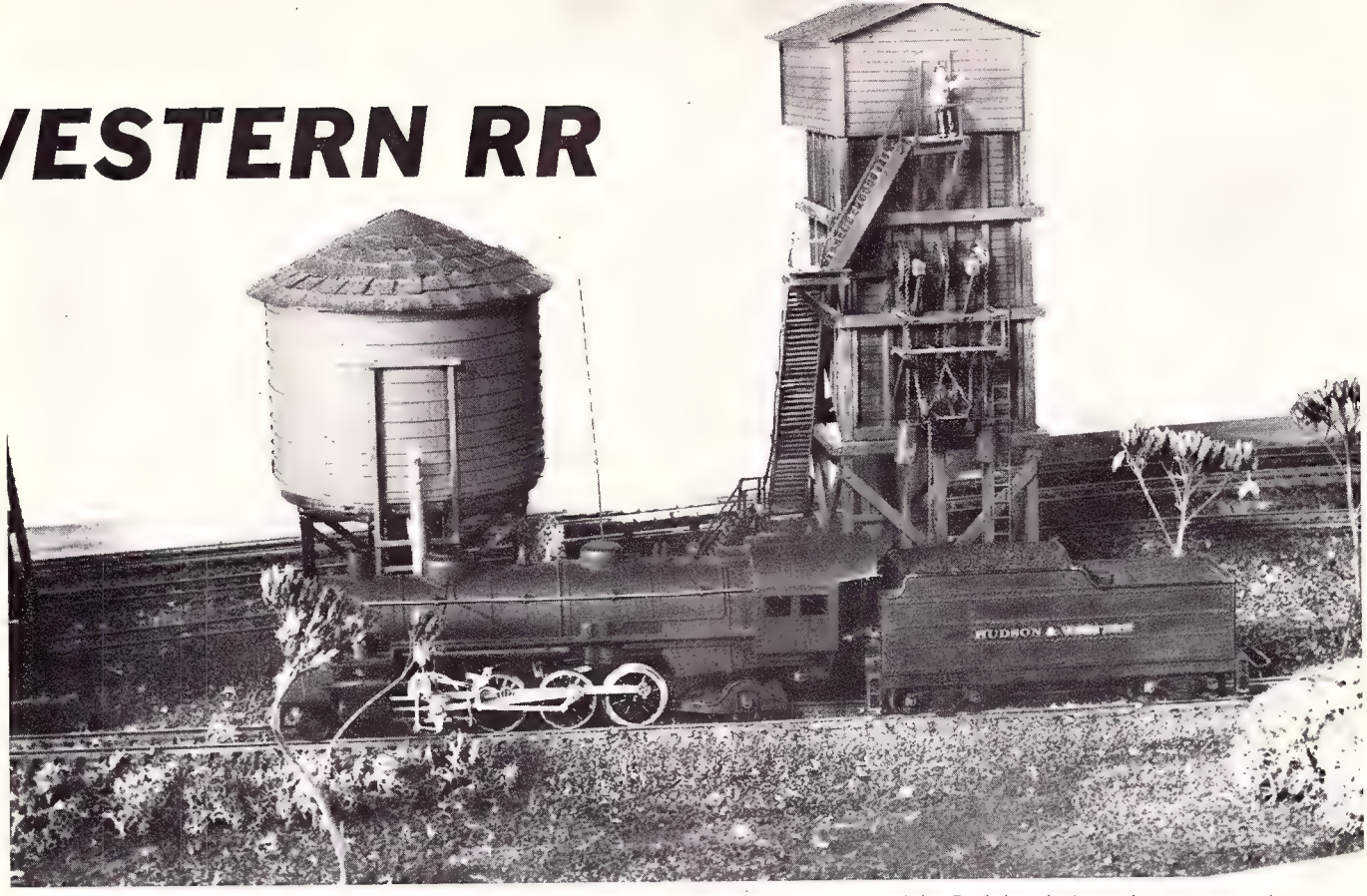
The Gunther railroad fits into a room 7' 3" x 8' 11". The line skirts all four walls and has for most of it's right of way two bookcases measuring 7' 3" x 21". Two removable bridges connect the terminal parts of the railroad. The layout has been under construction for about a year and Frank thinks it ideal for the apartment dweller. When the layout is not in use, the bridges are stored in one of the bookcases.

The Hudson & Western has satisfying two train operation plus a long passing track which makes it possible to always have a third engine

Commercial consolidation frames were used in this locomotive to simplify construction necessitating other changes. Tender came from MDC atlantic, fittings from several manufacturers. Husky DC-71 motor provides plenty of power; engine hauls twenty 4 oz. cars with no effort. Bill Schopp's original 0-8-8-0 was powered with a Mantua PM-1. Total construction time for loco was about 64 hours.



WESTERN RR



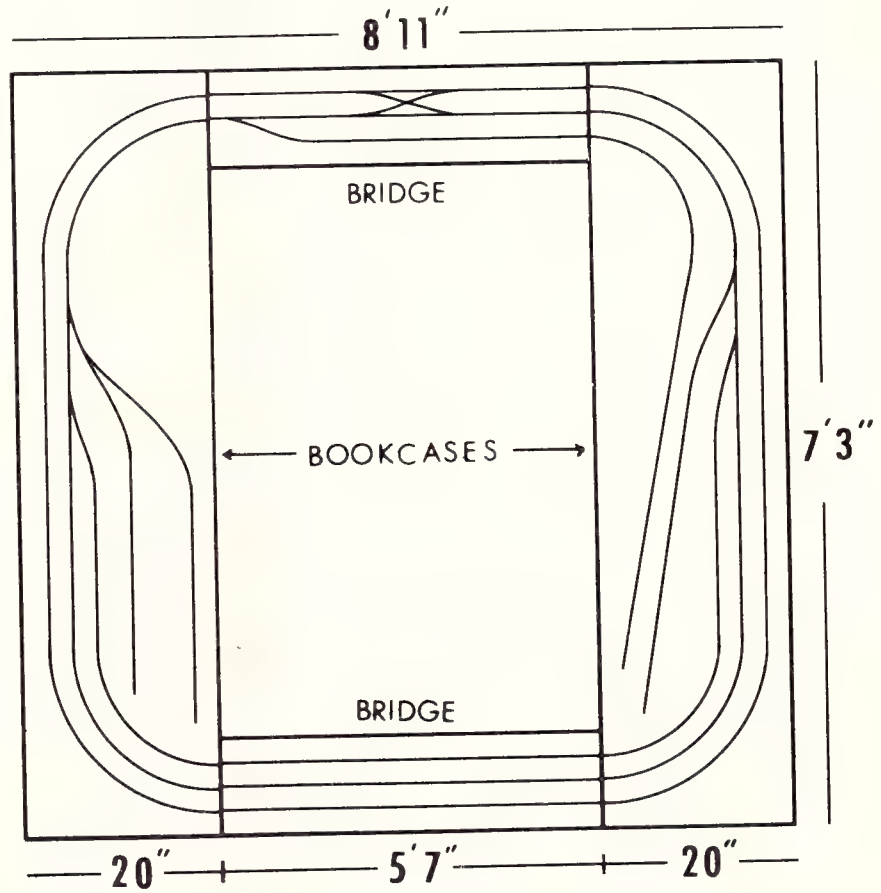
Hudson & Western John English mikado coals up at a coaling tower built by Gunther from Lloyd Giebner plans appearing in Aug. 1953 issue. Gunther finds scratch building more satisfying than kits.

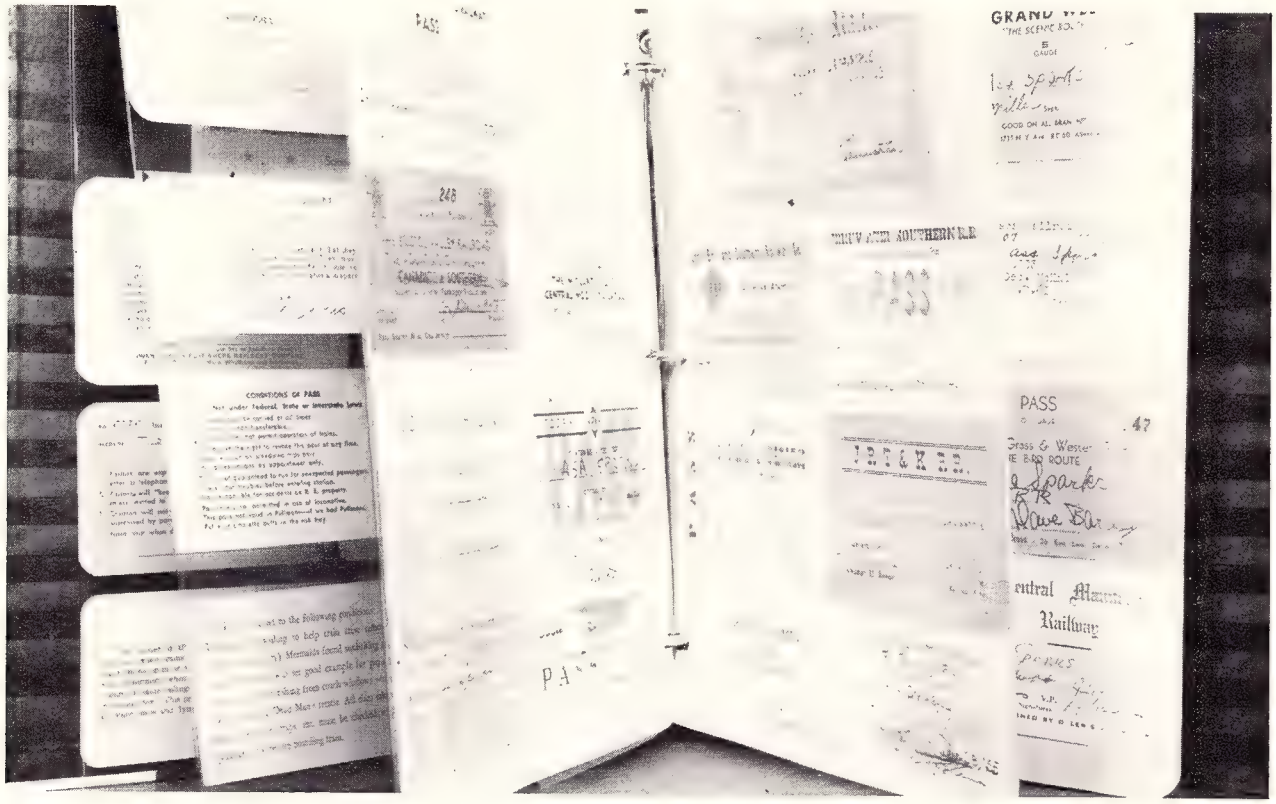
ready to go. The sidings are arranged to give plenty of switching action. The double crossover enables you to go from one block system to another. Track radii is 18", 16", and 14". Operation has presented only minor problems.

The layout was built of second grade pine, shellacked and varnished to keep the natural color of the wood. The wood cost approximately $35.00, a worth while expenditure considering the location of the layout. The bookcases have a TV set built in, with one of the rails being used as an aerial. The other bookcase was built so that the bed could slide part way underneath. The bed then becomes a couch to sit on. The height of the bookcases is 3 ft.

A ¾" wall around the top edge of the layout keeps scenery, ballast, and equipment from taking quick trips to the floor. The basic idea for Frank Gunther's layout was given him by his sister, who has also helped him on several projects.

Mr. Gunther's pike circles his bedroom, giving plenty of running space that otherwise could not support a permanent layout. Basic idea for this layout was given Frank by his sister.





display your PASSES

TIDWELL RIDGE RAILROAD

RTR

Date 11-17-55 No. 98

Good Until Revoked

PASS

Issued to Railroad Model Craftsman

Valid between all stations when signed by Asa Sparks

Asa Sparks

Brass Hat

by Howard Sparks

Your friends will get just as big a kick out of your pass collection as you do if you keep them neatly mounted between acetate sheets in a loose leaf notebook.

Howard Sparks, a student at Trevecca Nazarene College, hasn't time or room now to build a layout. However, he can keep up with other fans by collecting passes. Howard keeps his collection in spotless condition by mounting them in acetate, in economical 3-ring binders.

WHAT could be more interesting than collecting Model Railroad Passes. It proves an especial boon for apartment dwellers and college dormitorians by keeping them in close contact with the hobby, but does not take too much valuable space. Living in an apartment or dormitory does not give a person much chance for his super-railroad, but surely he can requisition enough space to put a notebook.

I suppose that you have already taken the first step and had your own printed and maybe traded a few. After you receive forty or fifty, it is quite obvious that it will not do to just keep them in a box. You want to display your prizes, but how to do it without damaging them is quite a problem. Of course you can tack them up on the order board like one fellow does, but who would want to ruin them that way. Another disadvantage of this method is that you can not see the back of the double-sided passes.

The best method that I have yet been able to find is to buy an inexpensive 3-ring notebook, acetate protector sheets for the notebook, unlined notebook paper, and rubber cement, at your dimestore. After you have your materials, take one of the acetate protectors and place your passes on it in order to decide which arangement you wish to use.

You use one of the protectors for the double-sided passes and another for the single-sided ones. Glue the backs of the double-sided passes directly to the cover, and glue the single-sided ones to the notebook paper. After the notebook paper is full of passes on both sides, slip it in between the sides of the protector.

As you finish each group of passes put them into the notebook to keep them safe.

Some may think that it would be better to keep the passes in ordinary picture protectors as you use in your billfold. This is a good plan for a while, until you receive three or four passes that are too large to slip in the protectors.

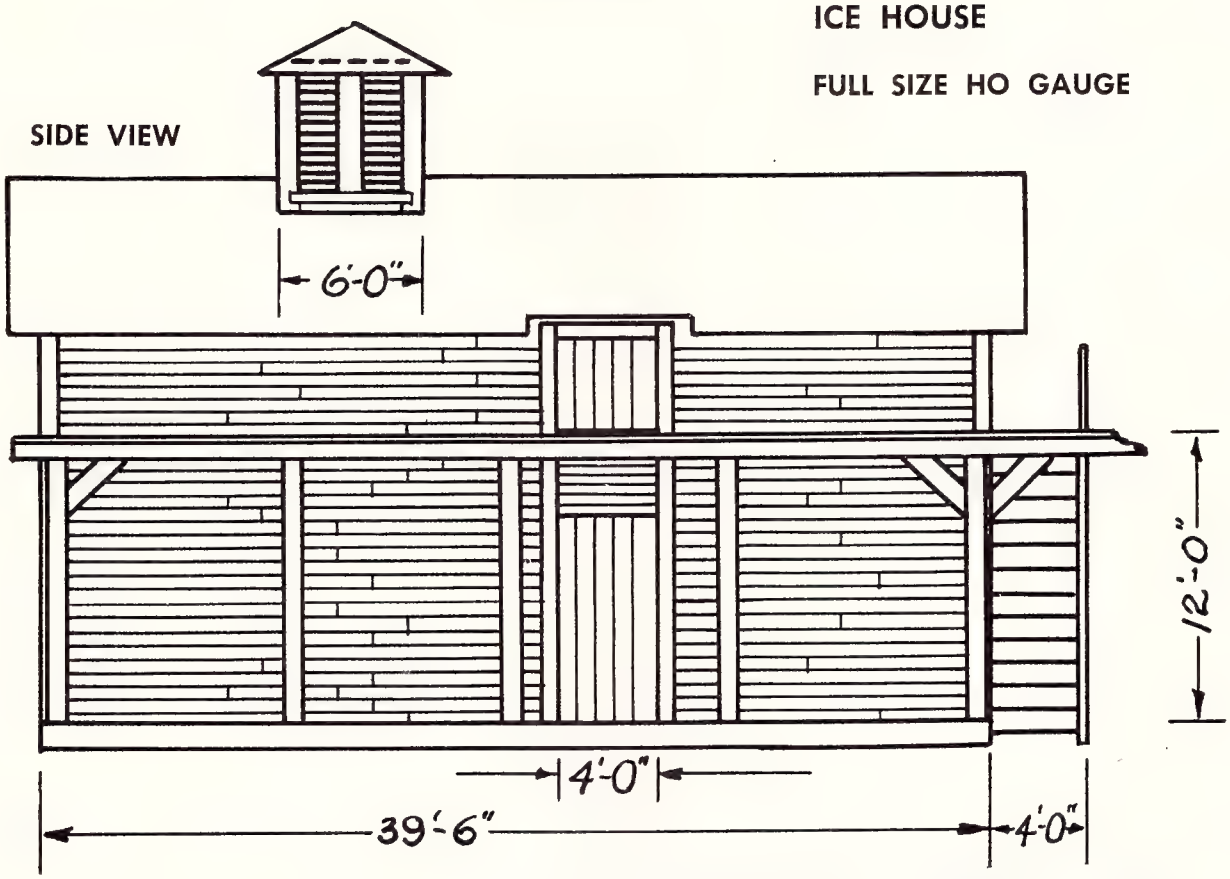
I believe if you will follow this plan that you will have a way of keeping your passes that you will be proud to show your friends.

When you start collecting passes you will probably swap yours for those of local friends. The most fun comes with swapping passes by mail with modelers who have railroads hundreds and thousands of miles away. You can get in touch with these fans by putting an ad in the RMC Swapper Column, telling them that

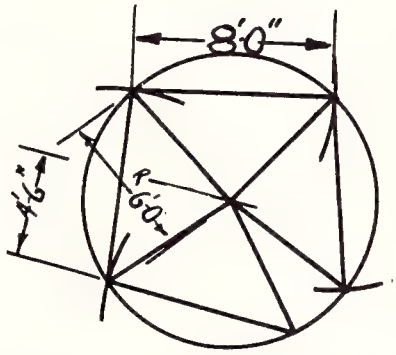
ICE HOUSE

FULL SIZE HO GAUGE

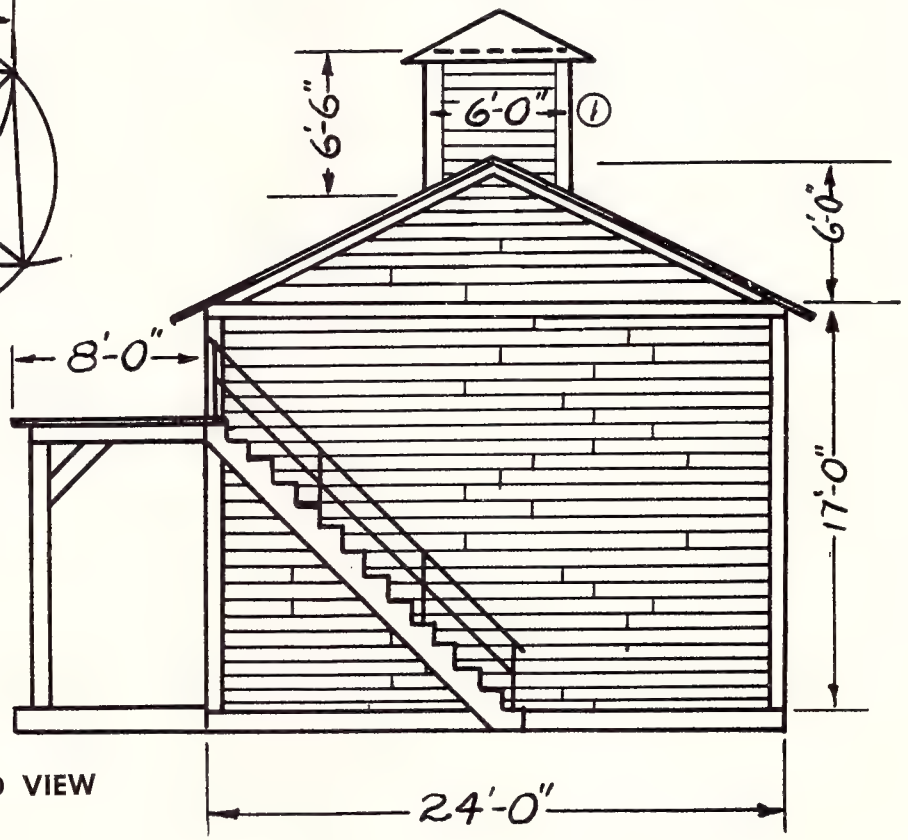
SIDE VIEW



Icing platform may be extended as far as required. An 80 ft. length is about right for most railroads, will accommodate two 40 ft. cars.



cupola roof pattern



END VIEW

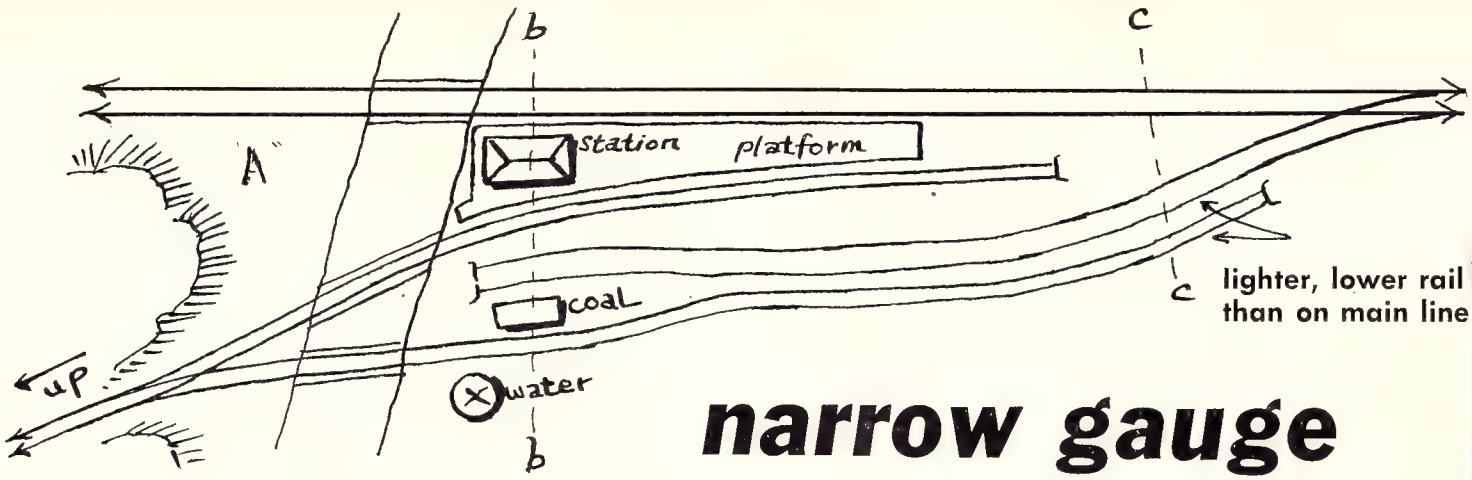
Rarely do pictures combining both excellent modeling and prototypical perspective and lighting come across our desks, This view, on the wonderful Belvidere & Delta RR of Dr. John Undermann, Akron, O., shows a freight drag entering a reverse loop. Note working track gang.

Cmdr. Edward S. Moale, U.S.N., Ret., started building his collection of OO gauge street car models in 1936. Today he has 62, all scratch built using blue prints he picked up in various cities in which he was stationed. The Moale layout has 5 scale miles of track, most of it trolley wire; some 3rd rail for his SIRT and BMT cars. The careful visitor will notice a few discrepancies, such as running PRT and Panama cars on standard gauge track. The Cmdr. now lives in Washington, D. C.

Consolidation kits in HO are scarce, so John P. Dean made this conversion from a Model Die Casting switcher kit. Notice such details as spoked pilot wheels, marker lights, and the Tenshodo tender with back up light. Vanderbilt tenders were non-existant on Lackawanna.

YOUR NABORS PIKE

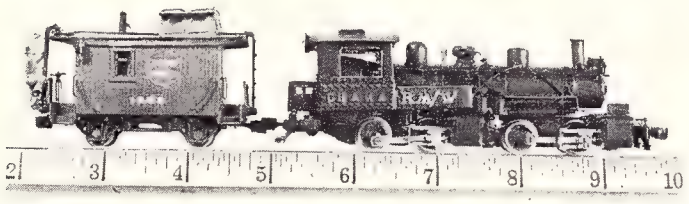
MOTEL
LACKAWANNA



narrow gauge

Where slim gauge meets the standard gauge mainline

WHO says there aren't big articulated locos in narrow gauge? Well, they aren't very big, but they are real articulateds—and they look chesty enough on that narrow gauge track! In fact the very first Mallet ever built—was a 2 ft. gauge kettle! And perhaps the biggest 3 ft. gauge locos ever built and operated in the USA were the Uintah Ry.'s 2-6-6-2T Baldwins, later operated as tender jobs on the Sumpter Valley line, and now running up further mileage in Central America. Yep! if a fellow wants to move tonnage on the narrow gauge, there are articulated prototypes galore—as well as heavy Mikes!



Ronnie Schlip of Englewood, Colorado, sends this pic of the 0-4-4-0T articulated that works on steep grades on his HOn3 Rocky Mtn. Western R.R. Not quite five inches from coupler to coupler! To build her, Ronnie used two Kemtron Tiny Tim mechanisms. The boiler, cab, side water tanks and rear fuel tank —are all home-made. The dimensions can be taken right off the ruler there, except for the width of the cab —8 ft. scale. The boiler is 9/16" diameter.

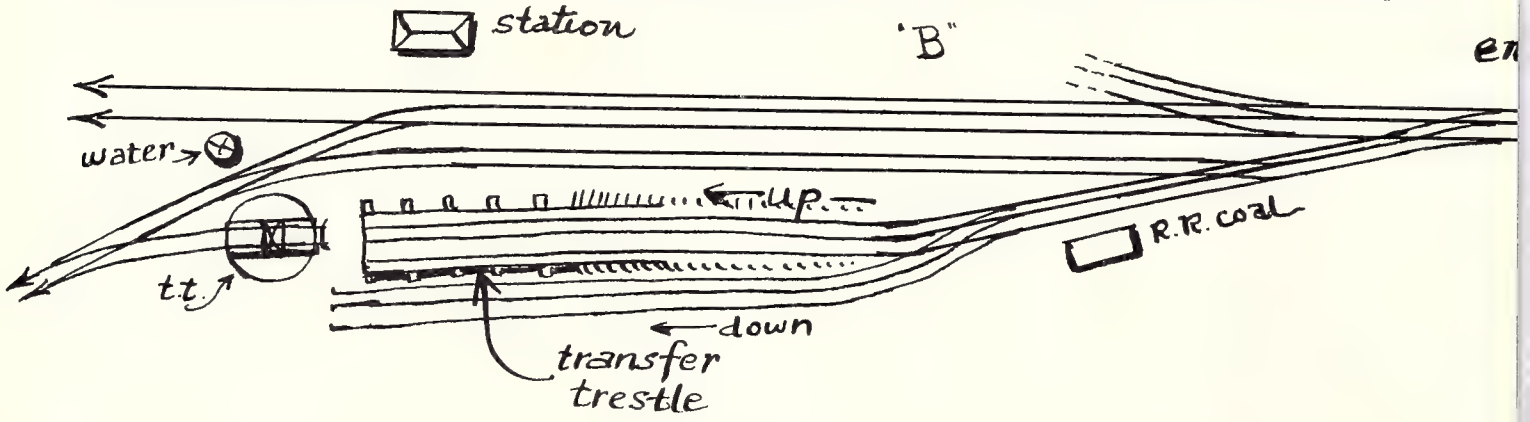
Note that only the rear engine unit is powered. Also that the front end of the rear unit, and back end of the front engine unit — have been trimmed down to bring them closer together as shown. The pivot shows just ahead of the rear cylinders, and I understand rides in a fiber tab attached to the rear unit. Thus the front unit is electrically insulated from the rest of the loco, the insulated drivers are on the right hand side, and she acts as electrical pick-up for the left hand rail!

Ronnie has packed the loco with lead in the cab, in the tanks, and in the boiler—up to the front end of the rear unit. No weight forward of that. Thus she actually balances between the rear drivers. Ronnie tried weight further forward, but found she was sluggish. He says that she will curve as sharp as one Tiny Tim 0-4-0T alone!

I remember seeing a very similar loco on a French metre gauge pike on Corsica, complete with hogger with a white spade beard. And such small articulateds have been used to conquer combined steep grades and sharp curves on all gauges where rails are also light. The Sierra Ry. had a neat little 2-6-6-2 acquired from a lumber company, and similar kettles have thrown up fountains of soot in the western mountains.

A study of Ronnie's pic suggests other adaptations of the Tiny Tim. Drivers could be moved closer together and another pair added—in the manner of many of Bill Schopp's conversions—to produce small HO and HOn3 2-6-0's, 2-6-2's—even 2-6-6-2's! But Ronnie is right on the nose for a simple small articulated as used by prototype mountain pikes with light rails.

We've been calling this column "Narrow Gauge Junction" for some time—let's describe a couple of such junctions of the wide and narrow gauges. The simplest approach is sometimes the best, as suggested by sketch "A". Here a short narrow gauge pike exchanges passengers, freight and express, and the government mails, with a single track standard gauge road. The slim pike's mixed arrives on the track by the combination passenger and freight station, and makes its connection with the big road's varnish. Then the little train backs back up the hill a bit, brakes are set on a few cars, the loco runs into the siding—and the cars are coasted down onto the station track again. The loco now takes water and coal, and then goes to work switching its train. Inbound loads are yanked off the interchange track and set over on the station track against the combine (or caboose). And outbound loads are shoved into the interchange siding for transfer to wide gauge cars. Perhaps some empties



JUNCTION

by Dick Andrews

are also set out to receive inbound ladings. With the switching done (perhaps a standard car or two are moved by the n.g. loco by chaining or poling in the process), the little train gets clearance at the station, and whistles off for its home yard across the plaster mountains.

The junction terminus and yard of the old Bridgton & Harrison Ry. at Bridgton Jct., Maine, were almost this simple. There was no "run-around" siding there; for sixty years, cars were coasted past the loco just as described here. There was another standard siding interlacing with another two narrow gauge sidings or so; there was a separate freight shed next to the station; there was also a turntable and small engine shed in the yard. Otherwise the layout functioned according to our sketch here. The B&H always turned its locos for the return trip, but many short pikes did not.

While this plan has maximum track simplicity (thus adding some switching problems and interest for both roads) there are certain incidental details that will add a lot. No doubt the standard road has a first class ballasted main line, and the slim gauge, not to be outdone, has one too. Also, the slim pike's station track may be graded up a bit in relation to the station platform (whether plank, or cinders cribbed with old ties around the edges).

However the two interchange sidings are sunk down into some weeds, with no particular ballast. Yet they are graded in relation to each other to help transfer of freight. The further end of the narrow gauge siding at section "c" may be raised a bit to bring the little road's car floors level with the wide gauge car floors. Whereas at section "b" the standard gauge track will be slightly raised to make it easier to shovel over coal and similar items into the small cars. Note also how the coaling bin for locos can be filled from standard coal gons.

This is a basic junction set-up for two different gauges. Extra tracks can easily be added, as well as a wye or turntable and runaround track for the narrow gauge.

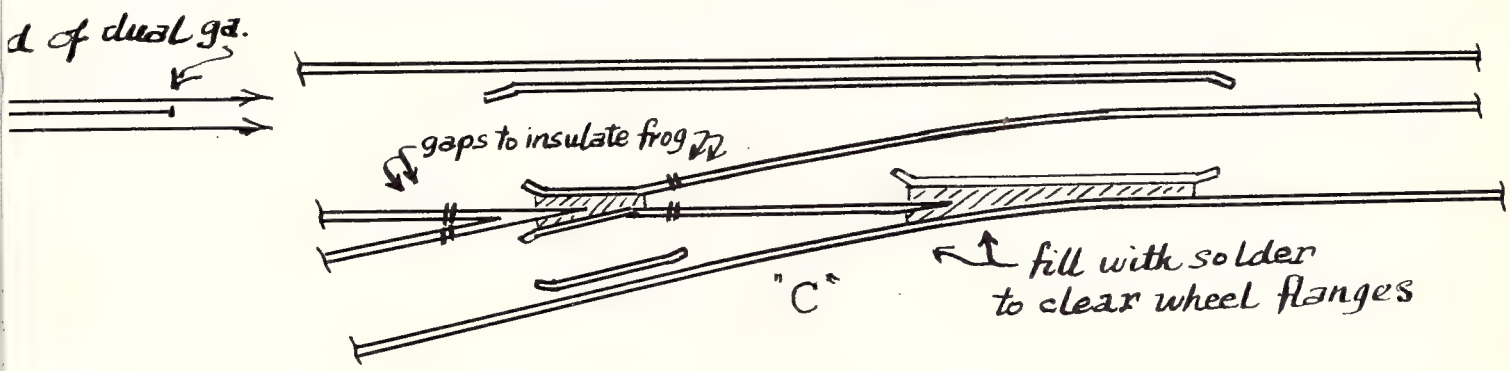
Suppose we found it handy to run both gauges on the same track bed. This was often done, as suggested in sketch "B", by adding an extra rail to standard gauge track to accommodate narrow gauge. One rail was then used in common by both gauges. Now the narrow gauge has a run-around track by using the standard main line, and we have two interchange sidings at different levels—in fact the higher one can end up on a stub trestle and the lower one can dip down—so that loads of coal, ore, sand, gravel, stone, oil, etc.—can be literally poured from gauge to gauge! Better than that—a loco of either gauge can move cars of the other gauge by using an "idler" car with two sets of couplers on either end!

Switches look complicated but aren't. They are simply standard switches, to which extra rails have been added to handle the narrow gauge equipment. A good way to get the hang of this sort of trackwork is to make the turnout in sketch "C" where the narrow gauge joins the standard track in front of the station. It has no moving parts at all; the guard rails simply guide the wheels as required.

On3 narrow gaugers generally use HO and other small rails, and this rail, butted base to base in making guard rails, provides a slot between the rails or "flangeway" that is 1/32" narrower than what you get when you put two O gauge rails together base to base. O gauge rails, (called .172 rail due to its height), make a 5/64" flangeway between the rail heads when brought side by side.

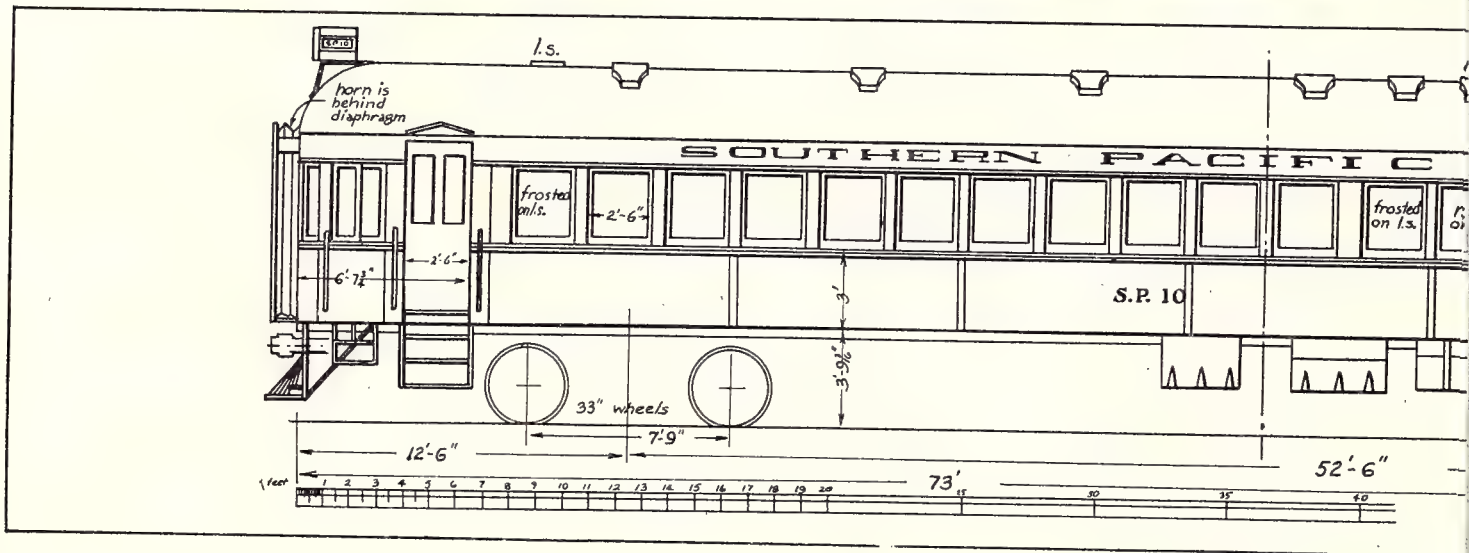
Here's the wrinkle for O and On3 in dual gauge switches laid with .172 rail. Lay the O gauge switch just as always for the O gauge, using the 5/64" flangeway along the rails used by the O gauge. Add the narrow gauge rails for the On3, using a 3/64" flangeway along them. And that's all there is to it except—your guard rails along the "common" running rails are 1/32" out too far for the On3—until you move the On3 rails out from the common rail by that 1/32"! The On3 track is thus 1/32" wide, or 25/32"—where it runs through the crossing frog and secondary frog. It is back to 3/4" by the main frog.

This approach has been used for many years by O gaugers dual gauging with On3. It preserves the best track features for each gauge.

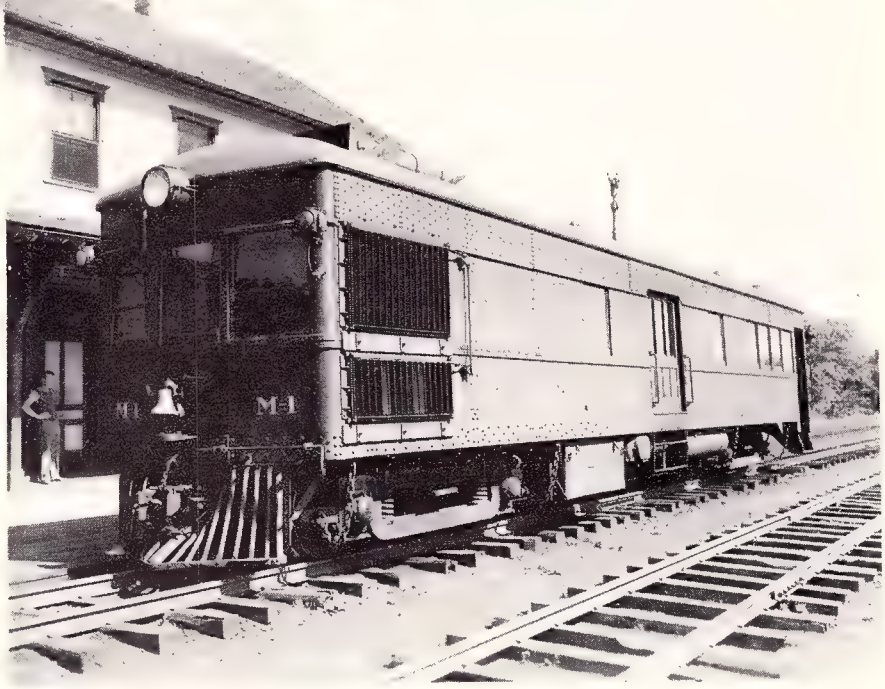


you need a DOODLEBUG!

For low cost transportation of passengers, there's nothing that can beat the economy or appeal of a turtle backed gas-electric.



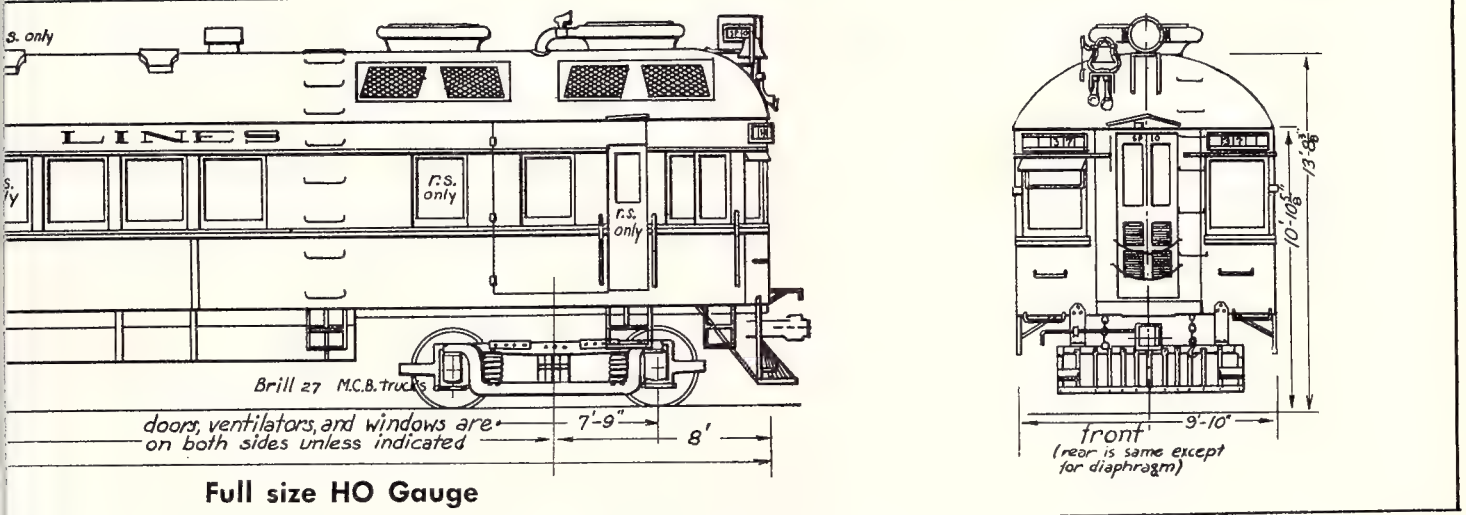
It was in the gas-electric that our railroads found their first standardized design. Brill gas-electrics could be found from coast to coast, varying only in window arrangement and fitting details in their exterior appearance. Reading Company 4067 is shown at New Hope, Pa.



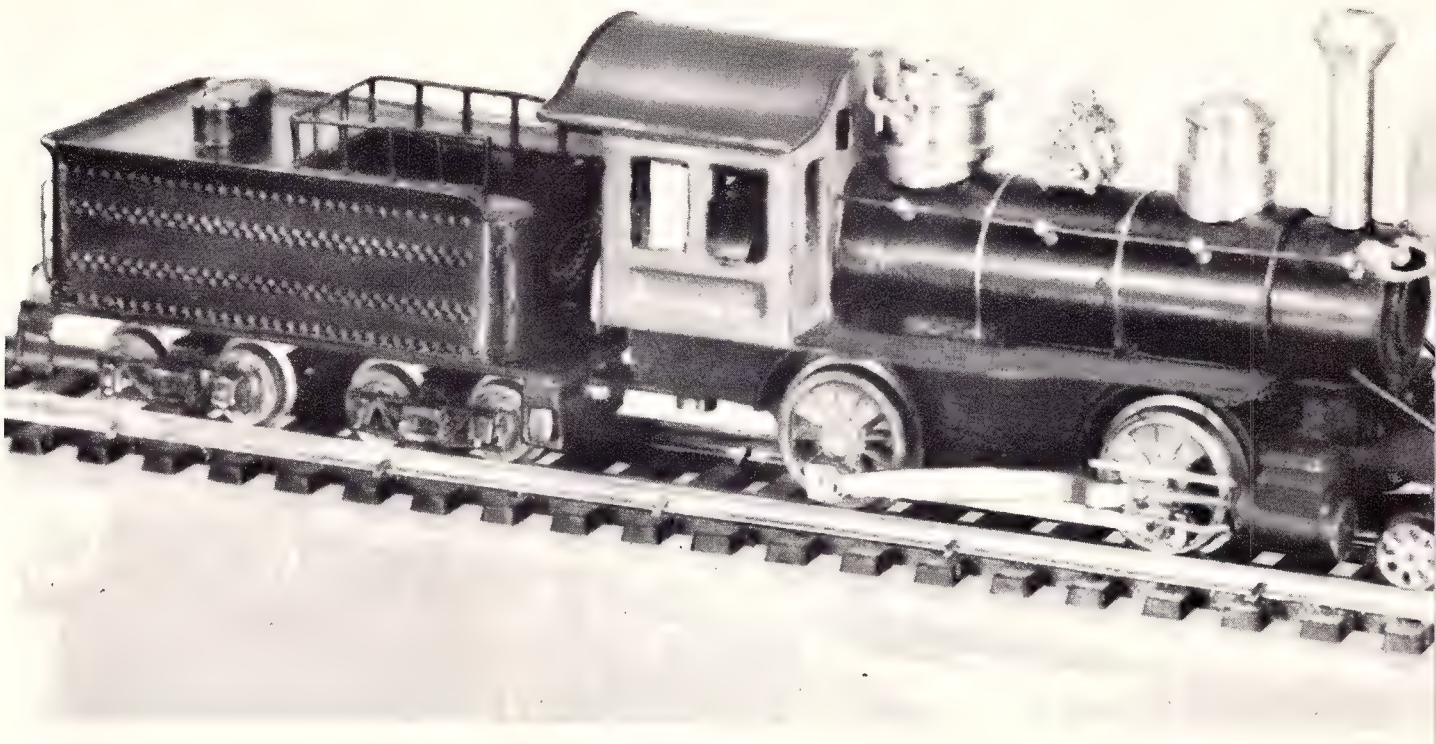
LEFT: New York Central M-9 was used on Putnam Division; had high visibility striping. Coach section is large since unit was used in commutation service. Snow flanger has been bolted to standard pilot. Brill gas-electrics were covered with many railroady appurtainances.

RIGHT: Even the narrow gauge East Broad Top had a doodlebug. Still in existance, the M-1 is now the property of several New Jersey railfans. Gas-electrics are becoming scarce but can still be found on many railroads. More common is RDC.

BELOW: Full size HO plan of SP Brill car. Unit differs from Reading and NYC units primarily in window and fitting arrangement. Most hobby shops can supply necessary fittings; roof and floor, power truck, and other parts required. Using a bristol board for sides and ends, total cost of this car should not run over $20 in HO.



Full size HO Gauge



HAVING long wanted to attempt an HO engine like the four coupled tea-kettles used on the early steam interurban lines, I was cheered on reading advertisements in British model magazines for extra small motors. What I had in mind was specifically inspired by the little Peach Bottom Ry. loco (albeit narrow gauge) depicted in lower left corner of the end-papers of Ed Alexander's book "Iron Horses"—soon to be reissued in a lower priced edition. The motors manufactured by K's of 197 Uxbridge Road, London W. 12, England, are only 3/8" wide, narrow enough to be sunk into the middle of my usual channel brass frames. There are two types, large and small, whose dimensions are shown elsewhere, and the small one was found suitable, upon my receiving samples, for such an engine.

These motors, are not to my knowledge sold by anyone in the United States, may be ordered directly with your check or money order. The small one, which we use sells for 35/ which I calculate to be $4.90 in our money (plus postage). The larger motor is about a dollar more. If you are figuring on having a friend or relative buy one in England for you, then the rather stiff Purchase Tax must be considered (does not apply to items exported directly). The motors, being so small, are not powerful — I would estimate the large one to have the power of a DC-60, the smaller one somewhat less —but then a little 2-4-0 such as I will describe does not need super-power. The motors are double-ended and I found that some of them were a bit loose at the back end where the shaft passes through a bearing set right in the middle of the magnet: however this can be allowed for. They mount with a single screw having an odd thread which seems to fit our 2-56 screws very nicely. I also removed a motor assembly screw at rear and replaced it with a 2-56 screw *through* the motor mount floor, giving *two* spot attachment. The brush holders stick out top and bottom and have the good feature that if you solder a lead to the brush holder, it will melt loose if the motor gets overheated, a good fuse!

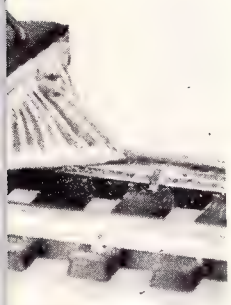
In the Nov. 1955 RMC I outlined the procedure for making frames from standard 1/2" x 3/8" x 1/16" channel brass and that can be followed here. However more work must be done in order to mount this small motor down inside the frame. After the Mantua No. 6301 bearings are soldered in and the retainer held down by front screw only, the center of the front bearing is sawed out with a jewelers saw. Then wheels are inserted and made free. The drivers are "Brass Betsy" type 44" drivers which can now be gotten from Kemtron. You'll need one pair flanged, no gear, No. X-208, at $1.75, and one pair flanged with gear, which will have to be made up specially (usually comes without flanges) at $2.50. A matching worm costs 50c. You'll need other Kemtron parts (such as two long, two short crank-pin screws at 10c. ea.), so hold off your order till you finish this article.

A large part of the top of the frame must be cut out and a two-piece motor floor soldered in from the bottom, broken to allow for the stick-up of the rear wheel bearing. The exact angle of this may have to be changed a little to get a good worm-gear mesh, altho a shim could be placed under one end of the motor. This floor has two holes going in at right angles to itself for motor mounting, one hole going in at right angles to the track for screwing on the rear end of the retainer plane, anl a large hole to clear the bottom brush. (The bottom brush makes contact with a mound of solder or a brass feeler on the inside of the retainer). Excess depth, below the retainer, when in place, is cut off the frame.

This has been a lot of work condensed into two paragraphs, as you will find out. When the motor is in, work for free running of the front, geared drivers when worm and gear are in mesh. This is a little ticklish since the gears are fine 80 pitch and you do not have much leeway. On the back of the motor I mounted a Lindsay flywheel salvaged from a diesel drive truck. When that is accomplished, make the side-rods from 1/32" brass or German silver, and mount them and get all four drivers running. For snags in the procedure refer to my frame construction article in Nov. 1955 RMC.

The cylinders are Kemtron K-1030B (with crossheads MR-230). These are supposed to be for standard gauge locos, but I found that they brought the crossheads uncomfortably close to the front drivers. Accordingly I cut the block down the middle of the saddle and soldered in a piece of 1/8" thick brass, shaping to fit after installation. This I drilled top and bottom No. 50 and tapped 2-56. Do not drill straight through since it may not come out where you want at

the BUMBLE BEE



Here's an oldtime engine with charm; small, for light freight or passenger runs with those oldtime cars. Make this your road's one spot.

by William Schopp

photos by Samuel Skean

the other end. I affixed the cylinders with a 3-56 flat head screw countersunk into the bottom of the special floor soldered into the frame to bottom of the cylinder block. Main-rod dimensions are given, drilled at the rear to fit the crank-pin screw, at the front No. 60, tapped 00-90, to fit an optical screw through the hole in the crosshead (and soldered on back to prevent its backing out). The Main-rods may have to be cranked slightly near the crossheads.

Solder on a pilot beam of ⅛" square brass to which has been previously soldered a small Kemtron pilot such as No. 4. Make pilot truck from piece of shim brass and bit of tubing, using MDC hand-car wheels (20c. for 2 pair). Attach by front retainer plate screw which is a flat-head type and so will require no shoulder or sleeve.

The boiler is made from pieces of ⅝" and 9/16" telescopic brass tubing. This is obtained from Special Shapes (see advertising section) and at the time I bought it cost 95c and 88c per foot respectively (plus 40c. postage). You might also want some 11/16" diameter tubing for splashers at $1.03 per foot. This tubing has .030" walls and pieces fit snugly inside one another. These prices may well be out of date considering the general upward trend of metal prices, so it would be advisable to include a little extra which could be refunded if necessary. Cut out pieces of each size tubing of length specified in "bottom of boiler" view, overlap them the required amount, and solder together. I put a bit of Kemtron's solder paste in the joint and heated it with good results since the fit is already quite snug.

It is necessary to scribe top and bottom center lines on the boiler, an easy job if you have a lathe, and not too hard without one. Best way is to do it experimentally at one end with dividers until you hit the right distance (unless you have a combination square) and then extend the lines down top and bottom of boiler. The bottom is cut out as per bottom view, to clear the motor. I made the cuts with a rubber base abrasive separating disc in a motor tool and think that is about the best way to do it at home. These separating discs can be obtained quite cheaply (slightly over 1c each) through your dentist—get them double faced and *flat*. In cutting, check frequently to be sure boiler will fit over motor. You do not need any excess clearance except for the armature which is of slightly larger diameter than the motor. At front drill top and bottom ⅛" and insert a piece of brass tubing extending up a total of about 1". Solder this in place and temporarily set boiler in place on mechanism with a 2-56 x 1⅛" screw such as sold by Penn-Line and other engine makers for this purpose.

Mark places for domes and bell and drill No. 42 for dome mounting screws and No. 56 for bell mtg. screw, which is a 00-90 optical screw. Lay out cab on sheet brass and cut out windows, panels, and doors with jewelers saw (another hour or so's work in one sentence). I now prefer to make cabs in one piece instead of four, wrapping them around and soldering at only one corner. The trick here is to file a 90° groove in the back, half each side of an imaginary vertical center line: start this with a triangular file which has a nice flat top useful for getting it level, then finish up with a square file. The sides can be made from brass as heavy as 1/32", but the roof, being fancifully curved should be thinner — .010" shim brass or .015"—and it may have to be annealed by holding over a gas flame so it will curve more easily. Fit sides to boiler, matching up center line of cab front with top center line of boiler, and solder to back end of boiler. Sweat roof in place and sweat thin wire beading around edges of roof. Cab floor includes running boards, so cut them out and solder in place, using sweat solder techniques. Running boards are held to boiler at front with a yoke of thinner brass which is soldered to them and in turn to the short bit of maximum boiler diameter that is not cut out at the bottom.

Some mention should be made of weighting the engine. Not much weight if any is required (in addition to what comes nacherly) since such a small engine is not expected to pull much. However you can pour melted solder or lead into the smokebox before cab has been added but after ⅛" tubing and boiler front (just a disc of brass) has been added. Set boiler up vertically and pour first just a bit inside so as not to melt the front off. When this has set, add the rest up to the ½" length of the smokebox. If you then build a wooden or modeling clay dam at what will be the front of the motor, you can also pour full the space over the worm, routing it out later to clear the worm with a motor tool. Another method which is less molten is to put

FREE-LANCED HO OLD TIME 2-4-0

designed & built by

Bill Schopp

Motor used is K's, small, sold by K's, 197 Uxbridge Rd. Shepherds Bush, London W.12, England for $4.90 plus postage. This motor is only 3/8" wide to fit down between the frames.

BRUSH CONTACTOR ASSEMBLY

Adjust so underside bears on top brush

1/8" x 1/8" spaghetti

1/4 x 1/8" x 1/32" fibre

1/4 x 4" x .010" shim brass

Scotch elec. tape

1/8" holes

2-56 x 3/8" flat-head

5/8" O.D. tubing

9/16" O.D. tubing

#42

#50

1/2"

13/32"

17/32"

5/16"

1/8"

3/16"

1 25/32"

2 3/16"

Boiler - bottom view

1/2R

1/2R

Back of cab

cut out piece here

Kemtron HOn3 tender shell

3/16" O.D. tubing

1/8" O.D. tubing for front mtg. screw

Yoke

Skirt

44" drivers

Hole for headlight pigtail

Skirts

Yoke

Splasher

Splice 1/8" into saddle

1 1/16"

Solder mtg. angle here

Rear mtg. & drawbar screw

Splasher cut to clear armature

Running board narrows here

MDC handcar wheels - 18" diam.

5/8"

5/8"

1"

Third drivers may be inserted to make mogul. However, with present motor mount, they must be put on stub axles.

For shorter rigid wheelbase use Mantua "General" tender drive and worm mounts. Either worm or gear must be changed to get pitches uniform. Boiler may then be slimmer.

3/32" shaft

Pole piece

Brush holder

Magnet

Armature

Commutator

Shaft

As per cylinders

3/16"

9/32"

3/16"

5/32"

Frame side

Cut-off excess shown cross hatched

#50 tap 2-56

27/32"

1 1/4"

9/16"

9/16"

brush clearance

#42

#42

#42

#50

#50

#42

1/2"

1/4

Frame top

Motor mtg. screws

5/32"

1"

Motor floor

Lead truck swivels

3/8"

#42

1/2" x 3/16"

#42

Mtg. screw access

1 7/8"

Retainer

Main rod 1-9/32"

Drawbar 17/32"

(both hole ℄ to ℄

21/32"

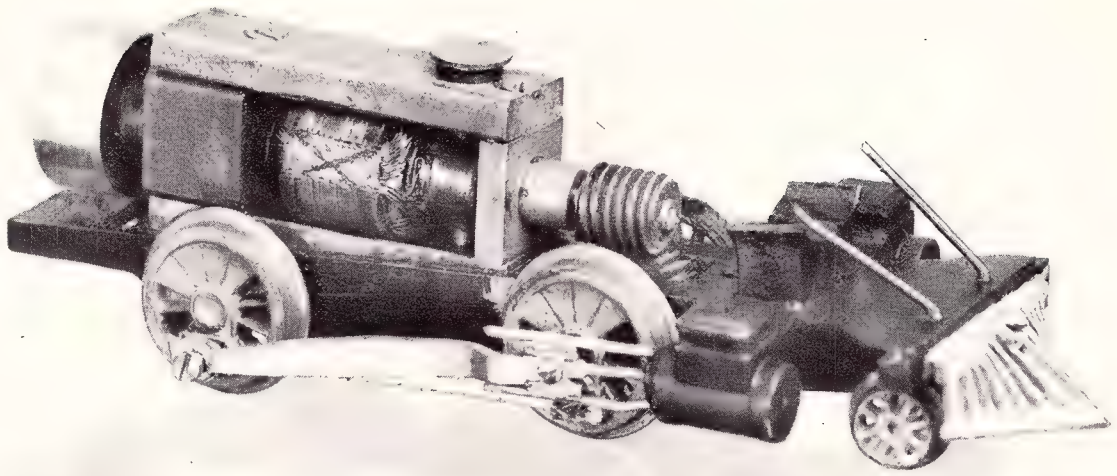
.010" shim brass

1/8" hole

3/32" O.D. tubing soldered to underside.

LEAD TRUCK

W.S.



Bumble Bee has an air of graceful dignity . . . Almost all of the quaint fittings were purchased commercially. The 2-4-0 wheel arrangement is today almost extinct, although the Virginia & Truckee's famous J. B. Bowker having this arrangement is still preserved for posterity.

Mechanism photo of the 2-4-0 shows how the double ended motor shaft is utilized to incorporate a flywheel, greatly improving running qualities of the locomotive. Wires are built into superstructure, eliminating all dangling wires when locomotive has to be taken apart.

a layer of B-Bs or other shot in front of boiler, then a coating of cement to hold them down. Follow with additional layers until required space is full.

No special domes are specified since Kemtron and Mantua make suitable ones. The whistle I used is by Waren. The fancy bell and headlight bracket is a Kemtron "combination" X-189 at $1.00 per set. The stack is made from 3/16" o.d. brass tubing slipped over the protruding end of 1/8" tubing where it fits snugly. The "cabbage head" on top is something you really can turn on a hand-drill or in a drill-press, and solder on. Do *not*, I beseech you, try to use a Belle of the Eighties stack as it is much too beefy for such a fragile little teakettle as this. Hand rails, Varney flag stanchions, sand pipes (which I forgot), boiler bands are all items to add.

Current is gotten to the ungrounded brush by a contactor which is shown "exploded" in upper left corner of maindrawing. This is a sandwich, reading from top to bottom, of a piece of fibre, a piece of brass, and a wrapping of Scotch electrical tape to hold together. This is pierced with a 1/8" hole into which is put an overlength piece of 1/8" o.d. spaghetti. The whole is fastened to the top of the firebox with a 2-56 *flat* head screw which also serves to retain the steam dome. The front end of the brass is bare on the bottom and is shaped to rub against the top brush holder of the motor. The rear end of the brass is also bare, extending out of the cab slightly. To it is soldered a lead wire which runs to a female plug which slips over the upper part of an elongated front draw-bar screw on the tender.

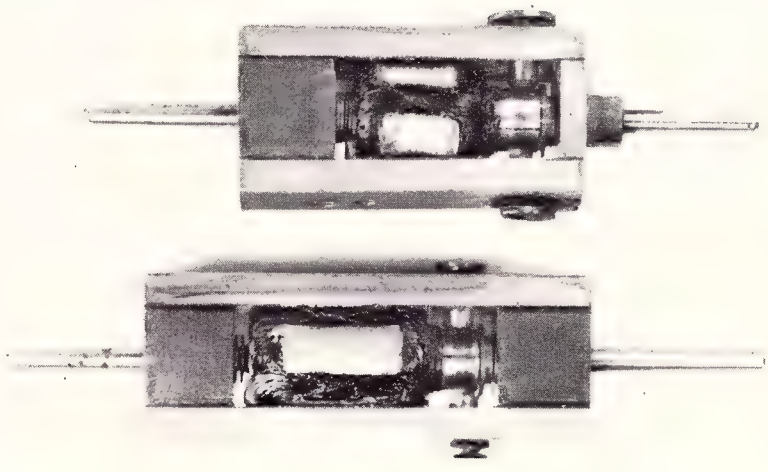
The headlight (Kemtron) is cemented to the bracket and into its bottom is placed a 12 volt grain of wheat lamp. One pig-tail is cut rather short and soldered to the underside of the bracket. The other pig-tail is runback through a specially drilled hole in the boiler front and is soldered to the contactor. Thus the superstructure of this little engine can be removed *in toto* without any trailing wires from brushes or working headlight. The bottom of the headlight should be sealed with a bit of tape or plastic wood to keep light from leaking underneath it.

Skirts and splashers help conceal the "works" of the loco. Skirts are soldered to the underside of the superstructure so as just to clear the frame. Sites for splashers are determined then and they are soldered on so as not to touch the drivers. The part of the skirts inside the arcs of the splashers is then cut out with jewelers saw or scissors.

The tender is based on a Kemtron narow gauge tender shell, M-25. This is originally too long and too narrow (for standard gauge). Accordingly pieces are cut out of each side and one of them is spliced into middle of the back to widen it. A top is shaped from brass and soldered in and the whole then soldered to a floor of 1/32" brass. A Kemtron X-76 tender hatch is sweated in place.

The tender trucks are of very short wheelbase and I could only find Kemtron M-28 HOn3 trucks that

These are the K's motors, described in text. The larger one measures 1-23/32" in length, the smaller 1-5/16". Height of both is 5/8"; width of pole pieces 3/8". Extreme width 15/32". Shafts are 3/32".



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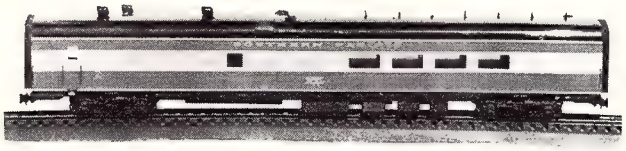

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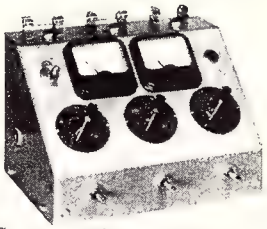

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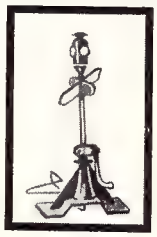

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were short enough. I cut these apart in middle of bolster and spliced in a piece sufficiently long to make them wide enough. I also changed wheels to standard gauge axles, painting their centers red *before* reassembling the trucks. These stand off from the tender floor with washers around a 2-56 screw. A shouldered truck mounting screw takes rear end of draw-bar, a shorter one of the same the front end (on the engine), also holding down the back of cab. The plug of 3/32" brass tubing which slips over the upper end of the tender drawbar screw is slit four ways at the bottom so that it can grip the screw. The coupler height as determined by tender floor is quite low, so I suggest using High Ballers link and pin coupler on the rear.

Have not mentioned painting as yet, but recommend painting as you go alone. Paint wheels bright red before you put them in frame, paint frame black. Plastic paint is nice and bright. Make boiler blue and cab the same red before mounting domes. Make pilot and pilot wheels red. Running boards and pilot deck are olive green, as is cab roof. Tender is blue with black floor, red wheels.

Full page drawing shows in lower left corner how you could use the same plans and make this engine a 2-6-0 instead of a 2-4-0 since there is space enough for the extra set of drivers. However, if this is done, either the method of drive will have to be changed, or the center drivers will have to revolve on stub axles which cannot pass all the way through on account of the motor. Really these old teakettles had shorter rigid wheelbases than my engine, something like the lower drawing. You can drive such a loco by adapting the Mantua "General" tender drive as I did in my Winans "Camel" in RMC for April 1955. Alternately you can tip the motor a little more and have it come all the way to the back of the cab, omitting the flywheel and cutting off the rear motor shaft (which seems a shame).

Have fun with your old timer, it's plenty of work for you to do, none of it really hard. It'll take you a long time to get all the materials together, but if you are like me in that respect, you have maybe half a dozen engines in the "gathering materials and plans" stage. If you get her running or need any advice that is not covered in my frames article in Nov. '55 RMC, drop me a line at the Ramsey office and I'll see if I can help you without any charge but a stamped addressed envelope.

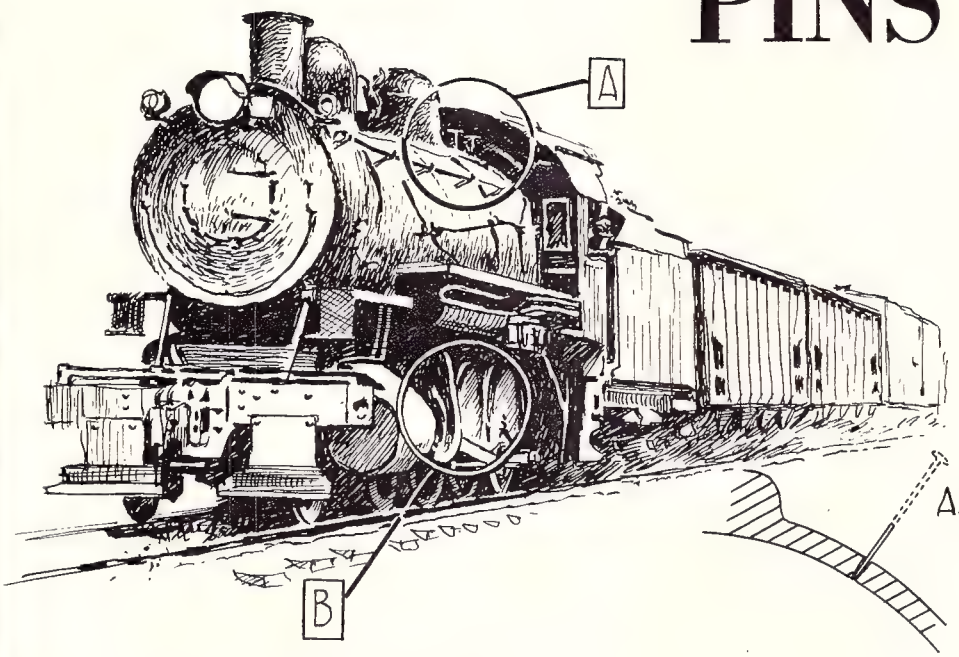
CHANGE OF ADDRESS: Send your new address at least 30 days before the date of the issue with which it is to take effect. Address

RAILROAD MODEL CRAFTSMAN

RAMSEY, NEW JERSEY

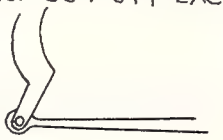
detailing with PINS

by M. B. Wakefield

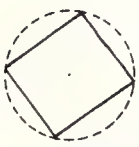


A. HANDRAIL POSTS:
DRILL TIGHT HOLE FOR PIN. DRIVE PIN IN AS FAR AS TAPER WILL PERMIT. CUT OFF EXCESS. SOLDER ON HANDRAIL.

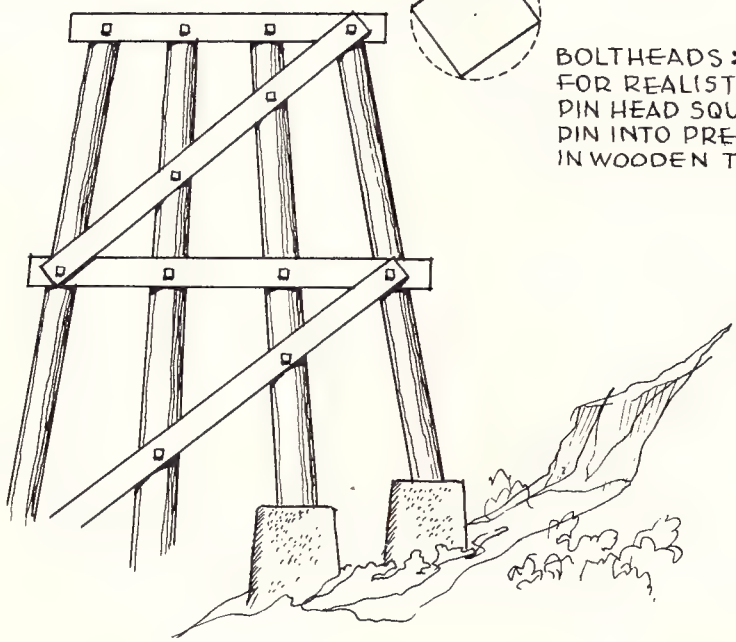
B. VALVE GEAR REPAIRS:
TO AVOID DISMOUNTING VALVE GEAR FOR REPAIRS, CUT A PIN SHORT AND SHOVE THROUGH FROM REAR WITH TWEEZERS, SLIPPING PAPER BETWEEN PARTS. SOLDER STUB END OF PIN TO OUTSIDE PART OF VALVE GEAR. CUT OFF EXCESS PIN AND FILE SMOOTH.

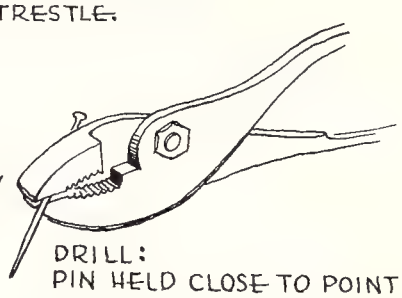


PINS, BEING ALREADY TINNED ARE EASY TO SOLDER



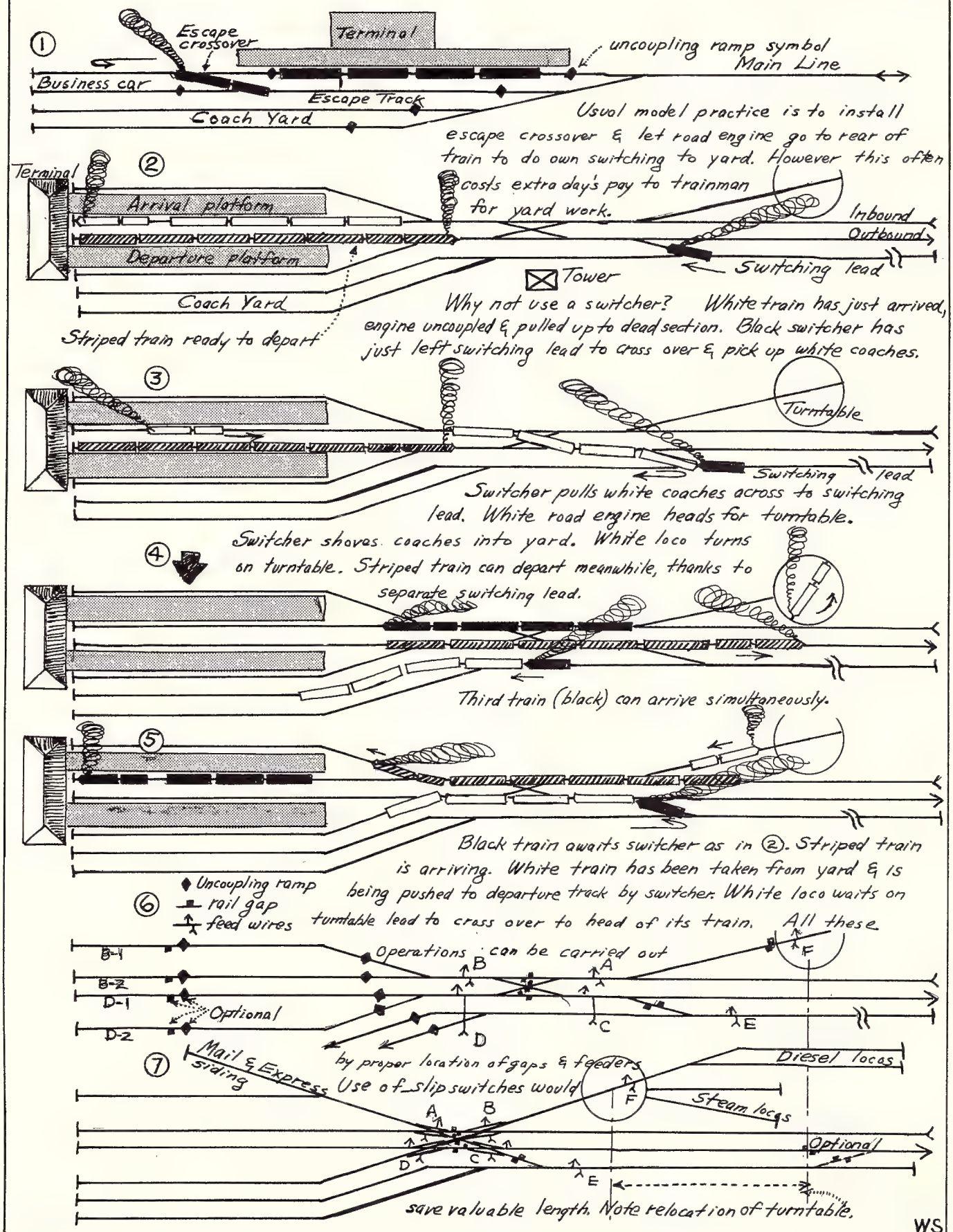
BOLTHEADS:
FOR REALISTIC BOLTHEADS, FILE PIN HEAD SQUARE AND SHOVE PIN INTO PREDRILLED HOLES IN WOODEN TRESTLE.



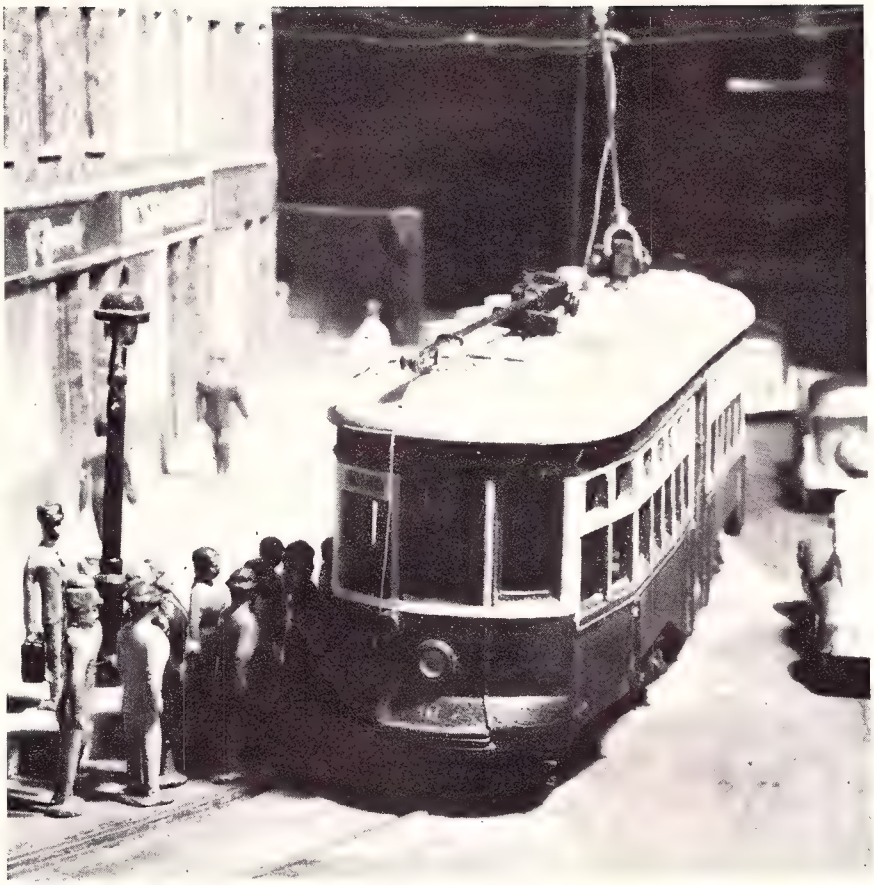


DRILL:
PIN HELD CLOSE TO POINT WITH PLIERS MAKES A GOOD PRICK FOR "DRILLING" GRAB IRON HOLES IN CARDBOARD CAR SIDES.

RAILROAD OPERATION #1-A STUB TERMINALS


①
Escape crossover
Terminal
uncoupling ramp symbol
Main Line
Business car
Escape Track
Coach Yard
Usual model practice is to install escape crossover & let road engine go to rear of train to do own switching to yard. However this often costs extra day's pay to trainman for yard work.
②
Terminal
Arrival platform
Departure platform
Coach Yard
Striped train ready to depart
Inbound
Outbound
Switching lead
Tower
Why not use a switcher? White train has just arrived, engine uncoupled & pulled up to dead section. Black switcher has just left switching lead to cross over & pick up white coaches.
③
Turntable
Switching lead
Switcher pulls white coaches across to switching lead. White road engine heads for turntable.
④
Switcher shoves coaches into yard. White loco turns on turntable. Striped train can depart meanwhile, thanks to separate switching lead.
Third train (black) can arrive simultaneously.
⑤
Black train awaits switcher as in ②. Striped train is arriving. White train has been taken from yard & is being pushed to departure track by switcher. White loco waits on turntable lead to cross over to head of its train. All these operations can be carried out by proper location of gaps & feeders. Use of slip switches would save valuable length. Note relocation of turntable.
⑥
Uncoupling ramp
rail gap
feed wires
B-1
B-2
D-1
D-2
Optional
A
B
C
D
E
F
⑦
Mail & Express siding
Diesel locos
Steam locos
Optional

WS



City Operation

WHILE there were many interurban lines which never did enter cities of any size, the vast mapority of traction companies either had all of their operations inside city limits, or had most of their lines radiating from a large city. The trolley lines were created to bring this traffic into the metropolis. The city was their prime reason for existence.

Many of us have trolley lines, either as a hobby in itself or as an interesting diversion from our steam railroad. This trolley line should support itself. There should be a reason for it's very existence. The construction of a city can be that reason.

The city can provide some very interesting operational possibilities for your trolley. Let your street railway completely encircle that business section, providing speedy surface transportation for the citizens of the area, as in the photo above. Be sure that the trolley passes by your main railroad station, providing adequate connections for railroad travelers.

Perhaps at the present time, your street railway has only one car; a single truck dinky or maybe a PCC car. Add an interurban line letting it radiate out from some convenient spot. It can parallel and crossover your railroad right of way at a dozen points if you wish. Let it curve and twist and turn. Trolleys can do lots of things that railroads can't.

Several buildings are of great use to the tractioneer. HOers can use the Suydam interurban terminal as the start of all lines, local and interurban. The carbarn itself can become another integral part of your city. An Ayres diesel house, or several butted together, makes an excellent carbarn.

Many HOers feel that overhead wire is too difficult or too much trouble and so continue to operate from two rails. PSM and Marklin both have practical overhead wire systems which go up easily and stay put. Actually many HO men have operating overhead that has been up for years with minimum maintenence.

Most O gaugers put in the overhead. While HO traction has taken great strides of late, many of the top operating modelers stick with O because of its ability to act like the prototype in the way it takes switches, turns corners, and collects current.

City pavement should be paved over. O gaugers often use real plaster, while the HO boys prefer cardboard. HO or O red brick paper is sometimes used also, to give an older appearance.

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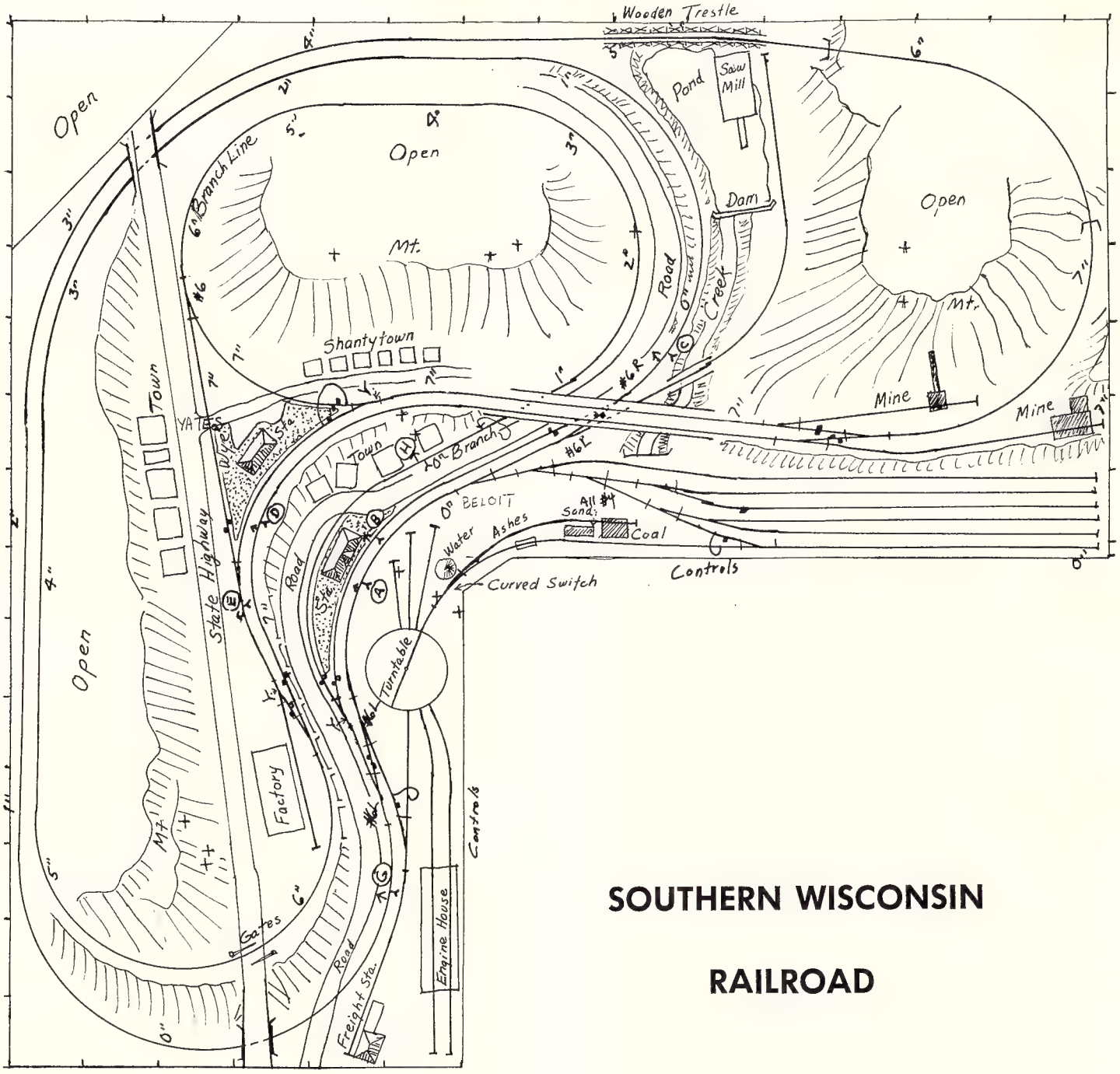
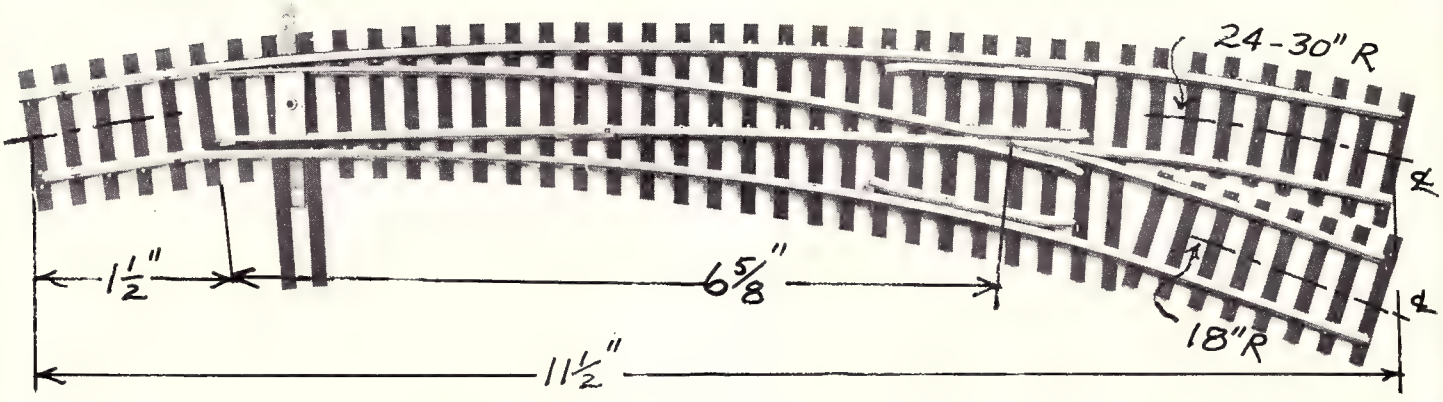


SOUTHERN WISCONSIN

RAILROAD



the layout doctor:

BIG BUT SIMPLE

The experts tell you to be careful of super sized layouts because they require too much maintenance, unless you keep them simple.

THERE is a danger that the fellow who suddenly has a large area presented to him for model railroading purposes will go hog-wild in designing a pike ("to take five years to build") and end up with nothing but a big maintenance problem that can never be solved without some extra hands. To sort of ease these fellows off a bit, I am presenting this month a pair of large but not too complex layouts, similar in general conception and in shape, but differing in details. They are in the L-shaped format which more and more model rails who know are leaning toward.

The Birmingham & Western is an HO gauge pike fitting in a corner eleven by thirteen feet with both the five and eight foot ends of the L accessible. A triangular emergency opening in the corner and a hatch in the top of the central mountain peak help make some of the rear parts more accessible.

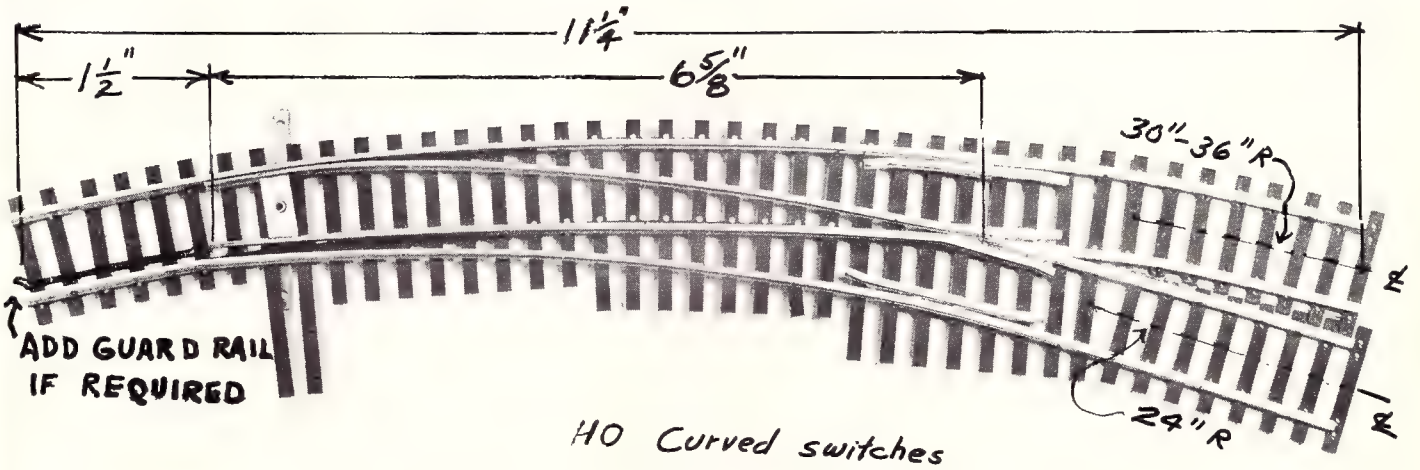
The layout here is a level yard oval which is to be built first. An L-shaped oval probably does not exist, so perhaps we should call it a kidney-shaped oval. This has curves varying from 48" R in the back corner to 24" R at the right end, with all No. 6 switches (about 36" R) along the line, altho there are some No. 4s in the yard. This is to be built first as a test track, along with the yard and diesel house (no turntables required for diesel road switchers). Also to be built in this stage is the bit of double track from Birmingham up toward Walton since it includes crossovers which are in a way an integral part of the yard lead oval. Notice that the crossover at Birmingham is made up of a No. 6L and No. 6R switch and so is not available in a box. Matter of fact, the No. 6L could be replaced with one of the 24" radius curved switches to be gone into later in this article and the whole crossover moved toward the bottom of the plan several inches. The other crossover is a standard No. 6 left-hand and is intended to be about a foot farther toward Walton — not drawn there because the bridge overhead would have bollixed up the markings.

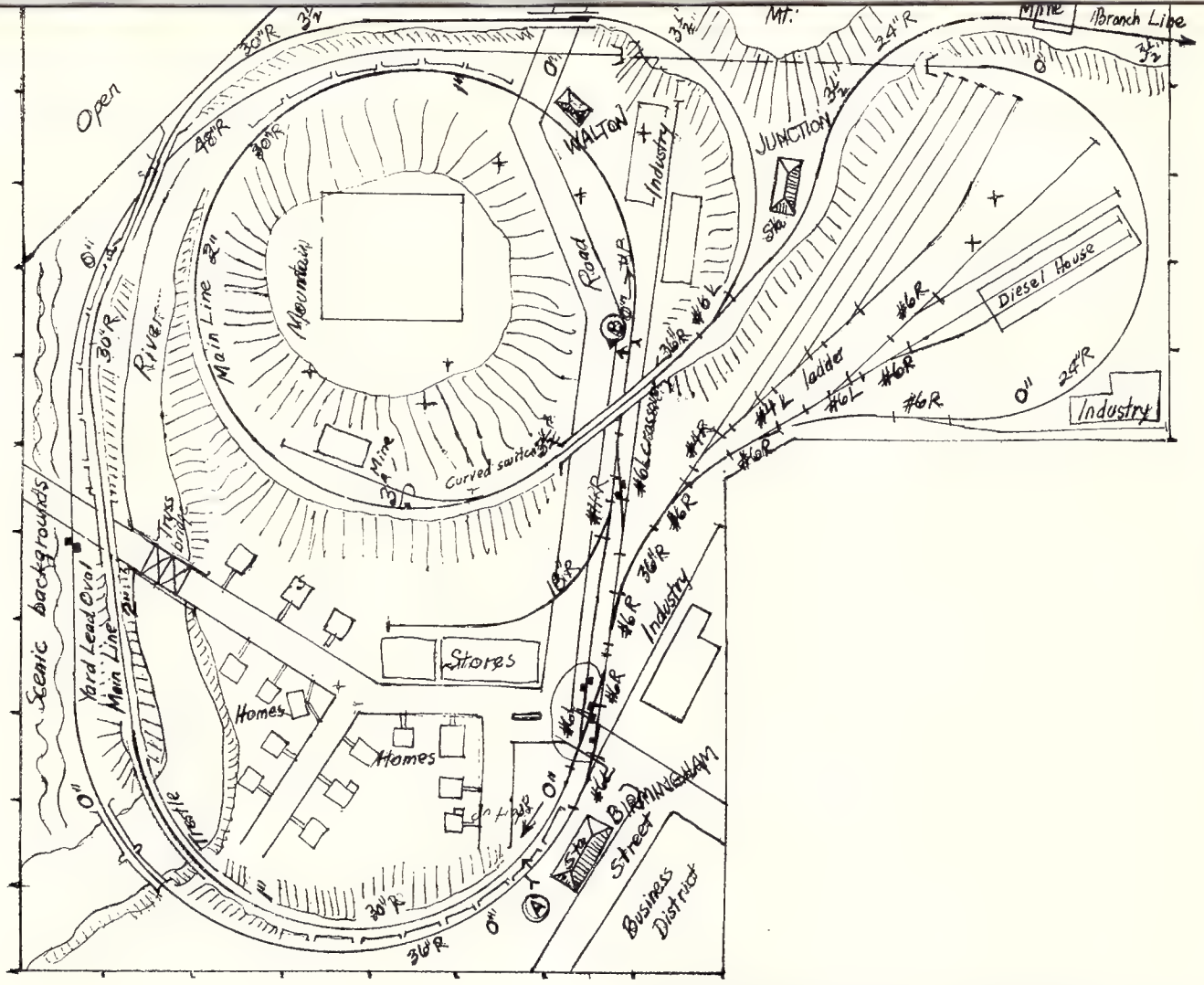
The main line, to be constructed in the second stage of this pike, is an inside out figure eight. Part of it you already will have, between Birmingham and Walton where it has been used for switching purposes. From Walton you spiral up a grade of 1" in 48" around a 30" R curve to elevation 3½" where the track crosses a high bridge to Junction. This bridge could be made up of two thru plate girder spans with an intermediate pier between railroad and highway. At Junction the main line swings left and comes down along the back of the layout to join itself at Birmingham.

The branch line swinging off at Junction is shown running to a mine but in actuality it runs to a short test track above the owner's work-bench, so that new cars and engines can be introduced to the pike realistically. Of course it can serve as an interchange track with another railroad, or a place to shuttle a short branch line doodle-bug back and forth. Alternately it could connect with a whole new model railroad area (some day!) where a quaint old mining town could be located.

The Southern Wisconsin is for HO gauge in a space approximately fourteen feet square, with ends and back against walls. The road has been made L-shaped with legs six and seven feet wide. There is a home built yard lead oval here, just a simple inside out figure 8 main line with a very long run, for on this huge pike there are just two stations of any magnitude, with long single track stretches between them.

At Beloit (the terminal or division point) there are a six track yard, a 14" turntable, and a rectangular engine house. The passing track for the main line doubles as a switching lead for the yard, leading to an economy of turnouts. This is connected to the main line by two crossovers, both of which are of the unconventional one





BIRMINGHAM & WESTERN RR

right-hand, one left-hand switch type. And see how the upper one comes under the bridge and how that balls up the drawing a little, which I avoided this when I could on the Birmingham & Western. Leaving Beloit in a counter-clockwise direction the route parallels the highway round a 30" R curve up a 1" in 48" grade, with a saw mill pond on the right. In the back corner the radius is almost 60", but then down the left-hand back stretch it straightens out along the back edge of an access space, but still keeps climbing. By the time the other station of Yates has been reached, the maximum elvation of 7" has been attained. Here there is another long passing track (so that two trains can be run at once in opposite directions) which crosses a bridge to a mine area. Again around a 30" R curve, this time descending 1" in 48" parallel to the up-hill route until we join the previously built tracks at Beloit passing siding.

At Beloit there is a fairly long spur running back to the saw-mill which will probably be one of the newer Suydam creations.

The gimmick on this pike is the branch line. This starts behind Beloit station and climbs a very steep 1" in 24" (4 per cent) grade to wye into the upper part of the main line at Yates. Service is by short trains of course on this branch, possibly an RDC or other gas car which meets all the trains—first at Yates, then the same train again at Beloit. If pusher service is required on the main line, the Yates wye can be utilized to turn steam engines for the trip back downhill again light (without train). While this wye and branch can be used as a reverse loop for complete trains (downhill, anyhow), once so reversed, the train cannot be reversed again to its original direction without backing, hence the branch should not be thought of as a reversing track.

On both of these layouts you will notice that curved switches are called for. These are, I will admit, stuck in as afterthoughts, much as you might decide to install a new switch on your completed railroad. They could of course also be built right in from the beginning. They are the fairly new (couple years of age) Umpco curved turnouts which will when you are acquainted with them get you out of several model railroad layout tight spots. These switches are advertised as being of 18" and 24" radius, which is not of much help since you don't know which part of the switch has the given radius—advertising could have been made a little clearer on this point.

The photograph shows these two switches with various data marked right on them. The 18" radius springs from the inside of a curve which can be used from 24" to 30" since it is not quite a true arc of a circle anyway. The 24" switch springs from the inside of a curve which can be used as 30" to 36" radius. Aside from that the two switches are so much alike that I am not sure, now that I resurvey the photos that I did not get the radii mixed up in the photo.

The Southern Wisconsin curved switch leads to an engine service track and of course would be the 24" radius one. The Birmingham & Southern one is on the main line curve and is another 24" radius curved switch leading to a mine headhouse. Others could be added if it were possible to reach some of the points on the lines for maintenance of them. If you design your own layout using these curved switches, leave a little more room than you think you will need judging from the dimensions given, because they are not on true arcs of circles, altho pretty close to it.

In running a train into a curved switch you may find that in spite of good workmanship in switch construction and tracklaying, some of the cars and engines may persist in climbing over the outer rail when the

switch is set for the branch or sharper track. This is especially true of nylon pilot trucks on steam locos. The remedy is to install yourself, after track is laid, a guard rail on the inside of the curve just ahead of the points as in the top switch on the photo. I have marked this on in ink, but of course you would use real rail and butt its base against the base of the running rail and cement or spike in place. If stapes or spikes or rail-joiners keep it from fitting snugly, file away nicks or slots on the inner base of the guard rail until it will fit snugly. The guard rail will pull the wheels of the train away from the outer curved rail so that there will not be that tendency to "pick" the point and climb over and off. The guard rail may be as long as you thing necessary for smooth operation and if its does not seem high enough you can stretch a piece of copper wire and solder it, along the top of the guard rail for added protection.

TROUBLE SHOOTING

All questions pertaining to model railroading will be answered thru these pages or direct by mail. To speed this valuable service, send a return envelope with your query.

Power Kit

▶ I would like to build a 12v. D.C. power supply and would appreciate any information or parts list you could give me.—W. Wohlafka, Jr., Hicksville, L. I.

ANSWER: Your best bet would be to buy one of the power kits which your model dealer either has or can obtain for you. You will then not need a parts list. However, if you already have a toy train transformer which delivers 16 volts a.c. you can utilize that, add a rectifier of the desired amperage, and wire up the power pack as follows:

The Cold Facts

▶ How would a permanent pike fare in an uninsulated attic with open ventilators and no windows? How could I correct these faults if it would not do so well? The attic is 35 by 50 ft. with no partitions, just open space.—Richard Taylor, Goldsboro, N. C.

ANSWER: We envy you the space for a layout, but do not think too much of the chances of a pike surviving in good shape for very long under conditions given. This would be especially true if it were HO or TT gauge, not quite so bad in O or S gauge. Tracks would have to be laid on the hottest day of the summer so that they would contract at the other extreme of temperature rather than expand. Probably dampness would play hob with plastics and steel.

The "answer" is to have the attic insulated and possibly even air-conditioned. The usual attic railroad of our acquaintance is usable only on good

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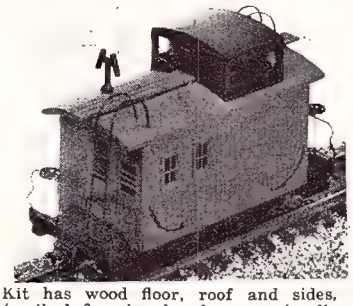

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Paint Removal

▶ Wishing to repaint my diesels in a new color scheme and in a neater fashion, I dipped them in paint remover as mentioned in your columns about a year ago. This worked fine with the Varney and English metal bodied jobs as well as on Hobbytown, but alas I am out one Globe plastic body which looks as if it had an attack of the hives. What can I do? How can I remove paint from rest of Globe and other plastic bodies?—Geoffrey L. Clayton, Chicago, Ill.

ANSWER: You didn't mention what paint you were using, but it is barely possible that if you get the specific solvent for that paint you *may* be able to remove paint from plastic diesel bodies without dissolving them. Your blistered body is beyond hope and we suggest you invest 98c. in a new one. Any paint remover or even paint itself should be tested on the inside of a plastic body or better yet on some discarded part such as a floor to see how it acts. We do not know of anything that will remove any paint from any plastic without damaging the plastic, altho if not too much paint is involved something like steel wool may scratch it off. We do know that one manufacturer of painted plastic model equipment discards any parts that are botched in the painting process rather than attempt to redo them. So unless some chemist among our readers can succor you, we fear that this is a question with no good answer.

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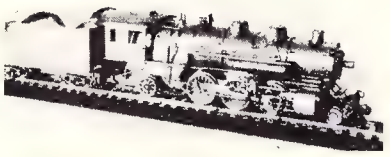

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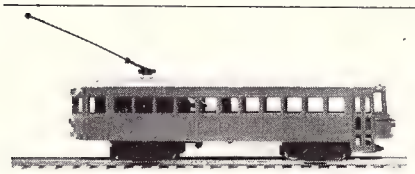

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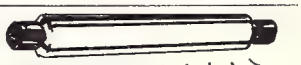

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Breaking In

▶ How do you break in an HO engine by running it directly off the power supply, not on the track?—Bernie Singsen, Storrs, Conn.

ANSWER: We prefer to put little alligator clips (radio store) on the ends of our power pack leads. Then we mount engine mechanism (no superstructure) in a vise or on blocks and clip one wire to frame, other wire to "hot" brush or its lead which normally goes to tender. Turn on power and away she goes, drivers spinning in the air. This way you can catch the first wisp of smoke which would indicate an overheated motor. Be sure motor and wheel bearings are well lubricated and that crankpins are screwed in tight.

Smokebox Finish

▶ I am building a loco and would like to know how to get a graphite finish on the smokebox. Also, is it o.k. to wire a turntable so that it is always energized if the lead tracks are wired in blocks to permit spotting of locos?—Vladimir Rahr, Westmount P.Q.

ANSWER: If none of the model paints give you the finish you want, why not try the real thing, graphite? One graphite preparation used to lubricate and color engine parts is called Neolube.

Yes, you can have your turntable always "hot" provided you turn, off your main power supply while an engine is on the table. However since you have blocked your lead track, etc., why not add another toggle or push-button to energize the turntable only as required.

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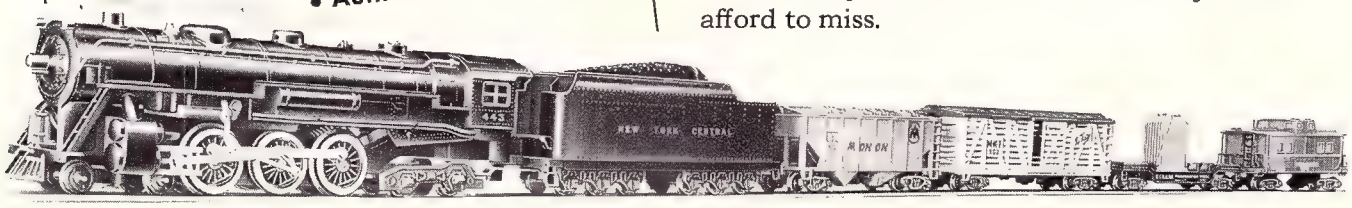

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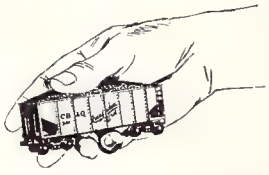

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MARCH
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APRIL
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Long Island Model Railroad (O)
Getting Started, John Barkeley
Fuel Dealers Yard—Crater
Bunk Car, CNR (O)
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MAY
GE 0-4-4-0—Part 2
B & O O gauge layout
Using the watchmaker's lathe
BLW 2000 hp double end diesel (O)
The tools needed for model ring
Vertical twin cylinder steam engine

JUNE
GE 0-4-4-0—Part 3
BLW (CN) 2000 hp diesel—Part 2
Third Rail Shoes (O)—Long Valley
Arched roof mu cars(HO)—Carstens
DC 12 and 24 volt power supply
Basic layout designs and framework

JULY
GE 0-4-4-0—Part 4 (O)
Automatic wyes for street Rys.
Basic electrical principles
New York Ontario & Western Ry.
Streamlined cars (O)—Crater
O gauge pile driver

AUGUST
SP 0-6-0 (HO)—Austin—Part 1
Ice trolley and line car (O)
Streamlined diner and coaches (O)
5 basic trolley poles (O)—LVERY
CNJ 2000 hp BLW diesel (S)
CPR 3 door baggage car (HO)

SEPTEMBER
SP 0-6-0 (HO)—Part 2
Trolley pole bases (part 2)
Train of T-morrow loco.—HO
Whitcomb diesel in HO—freelanced
Observation car (OO)—Treat
CV snow flanger (HO)

OCTOBER
SP 0-6-0 (HO)—Part 3
Bellows Falls, Vermont (Protostory)
Train of Tomorrow—cars (HO)
Express cars (O)—Crater
G&D 2 stall engine house—John Allen
Correct freelancing—Bill Hoffman

NOVEMBER
G&D Engine house (HO)—Part 2
SP 0-6-0 (HO)—Part 4
Train of Tomorrow—conclusion
Turntable for HO—Bill Schopp
Electric Trolley Lo- motive (O)
TT water tower—Healion

DECEMBER
4 comp. Pullman Observation' (O)
Elec. Loco. (O) Part 2
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Trolley Loco: Part 3
Pullman Observation: Part 2
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HO Steam motor car—Schopp

FEBRUARY
Building a 4-4-0—Dance (HO)
B&O 2-10-2 Sta (O)
CNJ Highbridge Branch—Part 2
4-4-4 Live steamer—Part 2
Trolley bus control circuits
Getting started: Barkeley

MARCH
Interurban Official car (O)
O reefer by Lewis Austin
4-4-0 in HO—Part 2
N&W Class J-2 4-8-4—Part 1 (O)
4-4-4 live steamer—Part 3
Scenery, It's Easy—Crosby

APRIL
EMC Passenger Diesel in HO
Getting started—Part 6
Bay Ridge Model RR Club (O)
Official car—Part 2—Hoffman
CNR 4-8-4—Data and S plans
N&W 4-8-4—Part 2

MAY
Here comes the circus
Fully automatic turntable (HO)
Canada Great Western Ry (O)
Official Car—Part 3
N&W 4-8-4—Part 3
4-4-4 Live steamer—Part 4

JUNE
Model RR That Folds Up
Alco 1000 hp switcher (HO)
Mt. Tamalpais & Muir Woods RR
Quartering device for drivers
Pickle car (O)—Bartholomew
Two power wiring circuits

JULY
RR That Folds Up—Part 2
Helium Tank Car—Bartholomew (O)
PRR G5s 4-6-0—HO Plans and data
Remote control pantographs
4-4-4 Live Steamer—Part 7
Weathering model equipment

AUGUST
California models and prototypes
Modern home modeled in plastic (O)
ATSF 4-6-2—Plans and data (HO)
Live steam review
SP Box car; PFE Reefer (HO)
4-4-4 Live steamer—Part 8

SEPTEMBER
Modeling from Photographs
Modern home in plastic—Part 2
Express reefer (O)—Austin
Small frt. house (NYCRR)—HO
CNJ 0-6-0 camelback (O)—Crater
Disappearing apartment railroad

OCTOBER
B&M gondola in O gauge—Austin
Control of model trolley lines
Oakland Antioch & Eastern Ry (Ot)
BLW 1500 hp diesel road switcher (S)
Interlocking towers
Live steamer information

NOVEMBER
Electronic control: J. Nixon
Stanton Central RR—British OO
Gingerbread to age your buildings
Cement Hopper (O)—Bartholomew
Wooden combine in HO—West Shore
Flag stop stations in Indiana

DECEMBER
1892 Union Line box car (HO)
United Electric Railroads (Ot)
4-4-0 camelback—CNJ (O)—Crater
Open end gondola (HO)
Camouflaged operating space
Trains and the Christmas Tree

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JANUARY
Citrus Empire RR (O)
Corner engine terminal-
Hints on trolley wire
South Dakota Central RR (HO)
C&NW 4-4-0 No. 195—HO Plans
MoPac Gondola (O)

FEBRUARY
Protostory: Bronx Frt. Terml.
Bumping posts (O)
Scenic Landscaping: Dance
Using electronic control
TARS semi-conv. ST No. 1701
American Flyer Wide Gauge

MARCH
Chicago Museum Model RR (O)
RMC Layout No. 1: Design
Forming city backgrounds
NKP Alco and BLW diesels (HO)
Painting the scenery: Dance
SOU & EREX Hopper car plans (S)

APRIL
Cleveland RR Club O gauge layout
Modeling Culverts: Dance
Trolley Express Car: Long Valley (O)
RMC Layout No. 1—trackwork
GN EMD pass. diesel (S)
Virginia & Truckee 4-6-0 No. 26 (HO)

MAY
The Panama RR (protostory)
CNJ No. 1000—the first diesel
Modeling Culverts: Dance
50 ton dump car (S Plans)
Trolley Express car—Part 2
DL&W 4-4-0 No. 988 (S plans)

JUNE
Outdoor RRing: Long Valley O line
LATL Rail grinder (S)
Tender truck boosters (HO)—Austin
V&T combine and baggage cars (HO)
CofG 2-8-0 No. 200-214 (O Plans)
CNJ first diesel—Part 2

JULY
USRA light 4-6-2 (HO)—Part 1
CNJ Newark Terminal: Crater
EG atlantic in HE (1 16) Gauge
Economy motor truck: Long Valley
Foldaway Model Railroad
MKT Caboose (HO)—Austin

AUGUST
CNJ 4-8-0 camelback (O)
Modeling waterways: Dance
Grand Valley RR (HO)
C of G 0-6-0 tank engine (S)
USRA 4-6-2—Part 2
C&O detailed caboose (O—Part 1)

SEPTEMBER
Truss bridge: Dance
Building grades: Schopp
NCNGRR tank car (HOn3)
C&O Caboose—Part 2
USRA 4-6-2—Part 3
CNJ early automatic signal (O)

OCTOBER
Venango Northern RR—Livingston (HO)
CNS&M B-B-B—Soverel
Rdg 2-10-2 (O)—Crater
USRA 4-6-2—Part 4
Coaling station—Dance
C&O Caboose—Part 3

NOVEMBER
2'x8' HO railroading
Grusome's Grain Mill (HO) Brunger
Rdg 2-10-2—Part 2
Designing a layout
USRA 4-6-2—Part 5
3 MU cars from 2 Pullmans (O)

DECEMBER
Showcase for your models
Brill rail bus in HO
Use black light on your railroad
The Channel Line (O) at Christmas
Old time wood gondola (HO)
V&T snow flanger. O plans.

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JANUARY
The CNJ at Plainfield
Stub Terminals
HO Paycar by L. Austin
Automatic trolley Turnaround
Mason Vixon Lines (O)
Brill Rail Bus

FEBRUARY
8-Ball Loco. Works, by Brunger
Erie 135 ton flat car
J & G RR (HO), Bill Miller's
NYCRR Fire Fighting Car (O)
Herts—The future of O gauge
Double Gauge Turnout

MARCH
SP Gerber engine house (O)
Frt. traffic at a cement plant
CNJ 0-8-0 camelback (O): Crater
Korean and Japanese models
NYCRR caboose (HO): Deutsch
Lights and chickens: Crosby

APRIL
Mt. Washington Cog Ry
1915 gasoline loco. (HO)
NYCRR Caboose (HO): Part 2
Abbottsville & Western RR (S)
Gay Nineties Stations
Foldaway layouts

MAY
RMC Layout No. 2
Poultry car (HO): Miller
NYCRR Caboose: Part 3
Trestle bridge
J W Bowker in HO
Retaining Walls

JUNE
Semi-well pocket flat car (HO)
Vinegar Valley Lines (HO)
Freight Station: Brunger
Model Carrying Case
J W Bowker (Part 2)
NC&StL K-2 Pacific (O)

JULY
Auto coupler (HO): Prudhomme
Kenn Valley Lines (HO)
Little Louis 0-4-0 (HO): Schopp
Planning a model rr: Martin
Double slip switch in HO
4-4-0 from C P Huntington (O)

AUGUST
100 years on th Erie RR
Covered Cement hopper (HO)
Automatic coupling ramps (HO)
Cellar railroading: J. Kemp
Planning a model rr: Part 2
Double slip switch: (Part 2)

SEPTEMBER
2 pint size pikes in HO
Visible frt. car loads
Ute Short Line: Earl Cochran
The Electra Switch Machine
Pickle Car—HO—Miller
Diesel servicing

NOVEMBER
Hump Yard Design
Locomotive headlights
Converting the Mantua "Belle"
Converting the Varney "Little Joe"
Slope back tender—HO—Miller
V&T Flat car plans (O)

DECEMBER
St. Louis TRRA: Carstens
Clearance Car—HO—Schopp
Baldwin road switcher—HO
Simple Wiring—Houghton
Frost on th layout—Crosby
Model Hump Yard

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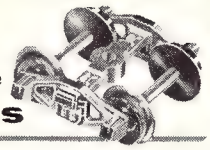

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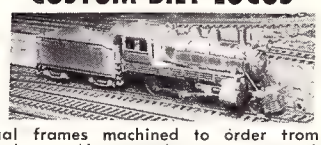

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TEST TRACK REVIEWS

Manufacturers are invited to submit new and revised products to the Test Track, Railroad Model Craftsman, Ramsey, N. . for testing and review.

Trio Pacer Pack

The new Trio Pacer Pack, to deliver 12v. D. C., fully controlled to each of three different blocks or tracks, is contained in a heavy gauge steel box having a sloped panel front. In addition the three controlled D.C. circuits, uncontrolled D.C. is also available for the addition of Pacer Cab Controls, manufactured by the same company. Alternating current for switch motors and lights is furnished by two separate A.C. circuits of 16 volts and one (combining these) of 33 volts. The latter is particularly valuable for anyone having some of the older type switch machines which need such a jolt.

The entire Pacer Pack line is equipped with fuses rather than with the more common type thermal circuit breakers. These fuses fit the same type bracket holders as do the common 3 amp. thermal breakers. Fuses have been used by the manufacturer since they are more accurate than the circuit breakers; the circuit breakers tending to become less reliable after five or ten openings.

We rather suspect that many Pacer Pack buyers will revert to circuit breakers in place of the fuses, even though the fuses cost only 30c for six. Even on the best layout, derailments, shorts, and other difficulties occur which can blow fuses all too frequently. It should be noted as a warning, that the manufacturers guarantee for the Pack will not hold if the Pack has been altered by using a circuit breaker in place of a fuse. There is no doubting the superior accuracy of the fuses. The Trio Pacer Pack is manufactured by the Bergen Electric & Products Co., Box 296, Ridgewood, N. J. Price, $39.95.

In contrast with many current packs which have a finger moving along transformer windings to vary the speed of the train, the Trio-Pacer and her sisters have taper-wound rheostats for train control. We especially liked the use of bat handled toggle switches, with a center-off position on each, for reverse switches in place of the less expensive slide switches which often have no definite "off" position. Having all three speed controls and all three reverse switches lined up in rows makes it easy to adjust the speed and direction of operation on connecting tracks so there will be no jerk when a train passes from one block to the next.

What makes this a particularly deluxe pack are the built in ammeter and voltmeter. The ammeter is particularly valuable in breaking in a new engine so you can see that its draw does not excede the manufacturer's recommendation. While the pack is rated at three amps, slight overloads

may be made for short periods, as in starting a heavy freight drag. The ammeter reads all the way to 6 amps. The voltmeter reads to 20 amps and shows 16 to 17 volts when no load is applied, but when this reaches the track a portable voltmeter shows that it runs no more than 13 volts owing to resistance in wires, rails, etc., and the drag of the motor.

We found the pack an excellent job for operating the HO-Pac layout described in Dec. 1955 RMC and only wish we had had it when the railroad was originally put into service.

There are four indicator lights. A red one on the left goes on whenever the master switch, located at right of panel, is turned on—provided the plug is in! The three green indicators along the top are on whenever the power is on in that one of three sections, whether forward or reverse. Tops of indicators screw off for renewal of lights which have a bayonet type base for easy replacement should that be required.

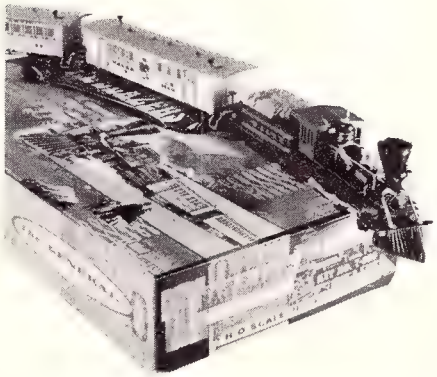
All A.C. and D.C. circuits come from two terminal strips at the back of the pack, from screw terminals. The uncontrolled D.C. circuit involves attaching a wire to one of the assembly screws of the can itself, a rather strange set-up.

There is no provision for mounting to the edge of the table or to the control panel. The pack rests on four rubber gromets, for feet. However it could be placed on a specially built and located shelf or attached with brackets of some sort. However care should be taken in the latter case in running self-tapping screws into the ends of the pack since the rectifier plates are mounted right on the walls.

HO 1850 Display Train

If anybody had said just a few years ago that you could buy a whole train in HO for only $3.89, you wouldn't believed him. The 1850 Gen-

eral and train is of course, unpowered, but it is a little gem and not at all to be confused with a rather inaccurate O gauge plastic General sold a few years back.



Assembly is easy, with all parts being packaged in neat clear bags. The kit contains the locomotive, tender, and two cars. Special acetate cement plus paint and brush are also included. The instruction sheet is clear and concise. Even a beginner should have no difficulty if he reads the directions carefully. All parts are color molded to the basic car or locomotive color: locomotive black, cars yellow.

The train is intended primarily as a display model, but being HO scale, will find itself perfectly at home on any siding. The cars have dummy trucks and couplers and so cannot roll unless reequipped with operating trucks and couplers. If it is desired to make the cars actually operate, the trucks and old time link and pin couplers of the Hi-Ballers Corporation would be especially appropriate. The cars would also need extra weight. A linotype slug cemented to the floor of the car would do adequately.

The locomotive with it's plastic rods and drivers will not even push. The manufacturers intended the train as a display unit and that is exactly what it is.

As a low cost historical train, this item is an excellent value with plenty of color. Manufactured by Advance Molding Corp., New York City, N. Y. Price $3.89 kit.

HO Herald Decals

A new herald sheet has been received from William K. Walthers for HO use, containing 99 different railroad heralds. The heralds are printed in black and white. 65 railroads are represented. Fifteen of the heralds are old timers, and have not previously been available to modelers. Some of the lesser known and older heralds include the following: Atlantic & Danville, Lehigh & Hudson River, The Bay Line; Algoma Central; Tennessee Central; Shawmut; Mississippi Central; Spokane, Portland & Seattle; West Point Route; Detroit, Toledo, & Shore; Fort Dodge, Des Moines; Boston & Albany; Lake Superior & Ishpeming; St. Louis Gateway Route; Dekalb & Western; Quanah Route; Union Pacific (old time); Colorado Midland; FP&E; Colorado & Southern; AT&N; Big Four Route; Norfolk Southern, and more.

The printing of railroad heralds presents some interesting problems not found in ordinary printing. The Walthers firm operates their own photocopy department for reducing the size of drawings. Oftentimes, the full size railroad herald is used, requiring an 87:1 reduction, for HO scale! Zomag magnesium alloy plates are used in printing which provide a deep etch, resulting in clear impressions no run over with ink.

The heralds are printed on a new type of crack resistant decalcomania paper. Although most of the cracking of decals was caused by extended storage in warm dry places, the new decal film is so crack resistant that this problem has been almost completely solved. The decals may also be used to decorate the train room, ash trays, lamp shades, etc. Manufactured by William K. Walthers, 261 E. Erie St., Milwaukee 2, Wis. Price per sheet of 99 heralds (no dimensional data included), $3.00. Complete decal catalog also available.

Locomotive Paint

Custom Craft is a newcomer to the paint field and their product is a direct return to some of the ideas used by the custom builders of some years ago.

They have two grades of black paint, both especially designed for model locomotives. These are slow drying paints, the first a flat black, the other a semi-gloss black. These paints take about four hours to dry and have been compounded especially for baking.

The paint applies differently than some of the lacquer and chemical type model paints now available. While some of the other paints must be flowed on with a brush, Custom Craft paint with it's oil base must actually be brushed on and brushed out thinly so that no puddles of paint remain anywhere. Custom Craft paint must not be allowed to run. Both paints will cover any type of surface: metal, plastic, wood. A soft quality sable brush is a must for a good finish and will leave no brush marks. The paint may also be sprayed on with any spray gun. Use turpentine to thin either paint.

The flat black paint dries with a dead flat dusty appearance, the semi-gloss with a soft sheen having no high gloss. The manufacturer recommends that the following steps be taken in preparing a model for painting and we have tried it with very satisfying results in our own lab.

When your locomotive has been completed and properly broken in, disassemble and clean off all oil and grease with carbon tetrachloride (do not inhale) or with a hot caustic such as

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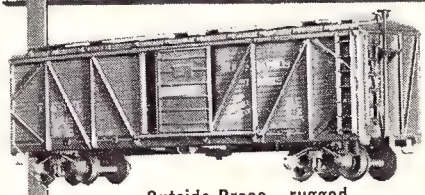
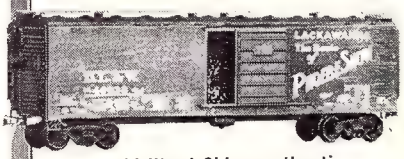
ULRICH's Box Car Family



Outside Brace—rugged

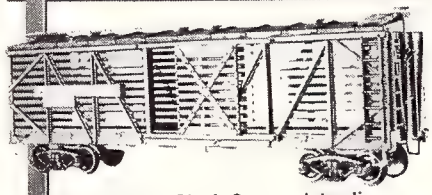
No layout is complete without the prominent, standard car—and this is it. Stamped steel roof ribs and doors. Individual boards on sides, supported by superbly detailed die-cast frame, ends. You'll find real pleasure in this boom-time car! Road names: SP, AT&SF, B&M, D&RGW, M&StL (green). $2.90



Old Wood Side—authentic

Thousands of prototypes still in operation on every freight line—a classical type that preceded the outside brace cars. These boys have seen the service! Metal ends, non-skid walks, sprung trucks, steel doors. Scribed, lettered wood sides with authentic chalk markings. Road names: T&P, DL&W. $2.50

ULRICH's Quality Meat Market



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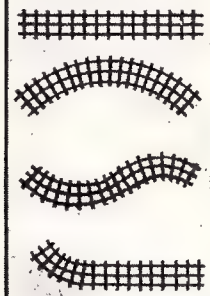

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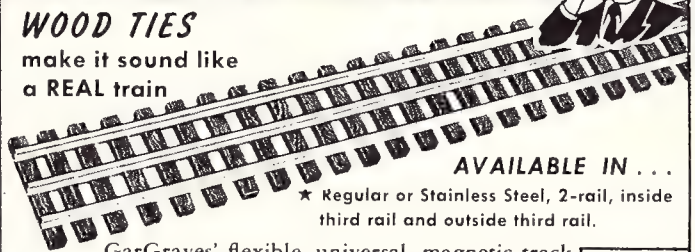

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lye (also dangerous unless carefully handled). Clean thoroughly, scrub with a detergent, and flush in hot running water. Then paint as we have described when the unit has dried. Permetal or similar blackeners can be used on metal parts if desired. The paint on our engine set in about 15 minutes. It was dry the next morning.

Metal parts only can be baked in your oven. Do not try to bake plastic. Baking burns off all of the oils, leaving only the black pigment fused to the metal. It won't peel, or crack. In time rivet heads may wear clean but are easily retouched with more paint.

Place the metal parts in a tray and place in your oven. Bake for 20 minutes at 200°. Raise temperature to 300° and bake for 30 minutes more. Remove from oven and allow to cool.

Again, do not place plastics in the oven. Insulated main drivers must not be heated over 200° or the tires will separate from the rims. Care must also be taken on imported models such as Tenshodo, International, United, and others, since some of their solders melt at about 240°. On these units, it is best to let them stay in the oven for an hour or more at a temperature not over 200°. The manufacturer has a printed instructon sheet giving in detail his instructions of baking models. It is comprehensive. Custom Craft paint will eventually be available in primary colors for use on diesels. In applying decals to the paint, cover with dull turp-thinned varnish to eliminate the shine of the decals. Manufactured by Custom Craft Co., Waymart, Pa. Price per 2 oz. bottle, 60 cents.

Construction Kinks

▸ Some locomotive kits in HO come through with too much vertical play in the axle slots, resulting in wiggly drivers, erratic progress, and even short circuits. One easy remedy you can try is with a center-punch. If the engine has a stamped brass or steel retainer plate, make several center-punch marks under each axle. This will push some metal up and limit the amount of play. Tap lightly at first, then increase force, so you don't have to remove plate and file off the bumps. If engine has a cast retainer, you'll have to remove it, note where axles come and center-punch on top of the casting. The idea here is that while the punch makes a little depression in the metal, it also throws up a slight "ant-hill" around it which may be enough to take up the vertical slop.

▸ Too many motors have excessive endplay which results in poor running in one direction due to changing of bearing of brushes on commutator. If you have forgotten to put back the washers on the motor shaft, dissemble motor again and slip washers on shaft so that when re-assembled, armature will be free to rotate but will have almost no end play. Fibre washers should be always next to armature and commutator, though metal washers can be used for any others.

▸ To find which wheel of a pair is insulated, hold one lead from your power pack against the axle. Touch other wire to each wheel in turn. The wheel

that sparks is not insulated. The wheel that does not spark is insulated. Sometimes you can see the insulated bushing in the center, the fibre strip around under the tire of a driving wheel, or the varnish on one end of the axle. Other times you cannot be sure. Once you have established which wheels are insulated, make a scratch on the back of the flange so next time you'll be sure, or dab with a spot of paint as one manufacturer does.

▸ If your engine starts running slower during one operating session, gets hot, smokes, is sluggish about starting or reversing, you may be in a fair way to burning out the armature. You can verify this by putting an ammeter in one of your leads to the track, and comparing reading with that of another loco with a similar motor. Most HO motors should not take more than one ampere and if they do for any length of time, look out. The cause for such a burnout or almost-burnout may usually be found in some suddenly increased friction. Possibly oil is needed on both motor bearings, on the axles, and, if a diesel, on the jackshaft bearings. Sometimes something has slipped so that a side-rod screw has tightened itself down on the rods, the valve gear is jamming, etc. Once you have corrected the trouble, and if the motor has not burned out, it will be o.k. again once it has cooled down.

▸ Keep stripping nylon gears in your engine? If so, it is a sign that there is too much friction somewhere. Whereas steel or brass or even fibre gears will allow for a little discrepency in the freedom of the works, nylon gears will not. In addition sometimes the nylon has been reworked half a dozen times (it takes on an ivory tinge instead of being white) and so loses some of its resiliancy.

▸ To smooth out the operation of your HObbyline diesel, arrange so that the wheels of the front truck pick up current as well as the rear, motor, truck. Cut from thin brass 1/16" wide strips about 1½" long, solder wire leads in center of each, then pry off side frames and press them in between sideframes and gearbox as is done on the motor truck. Run these wire leads up through holes you will have to drill in the frame above them, then to the light terminals or to the brushes. Do not have too much pressure on these new pickups to rub the back of the wheels. You will now be picking up with four wheels and returning with four wheels, thus minimizing the tendency of the engine to stall on dirty track or on insulated switch and crossing frogs.

▸ A couple of handy approximations: HO scale is 3.5 mm. = 1 foot. This is of course larger than ⅛" = 1 ft. and you will find that for rough calculations, 1/7" = 1 ft. works out pretty well. This is only 3 scale ft. out in one real foot, since 1 real foot = 87 HO feet. Also switching around from inches to millimeters, while you seldom have to do it, figure that 25 mm. = 1 inch. A much better way is to lay an inch and millimeter ruler side by side and read directly.

▸ The plastic eccentrics furnished with the Casey Jones' valve gear kit may in time wear out. Replace with Bowser eccentrics and crank-pins (the latter will have to be cut a little shorter), plus a pair of optical screws to tighten the cranks down on the pins

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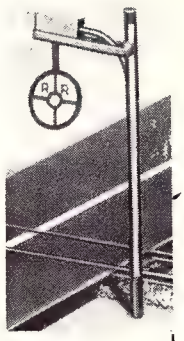

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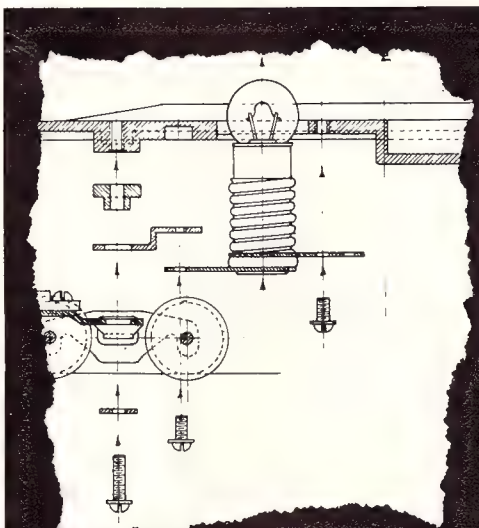
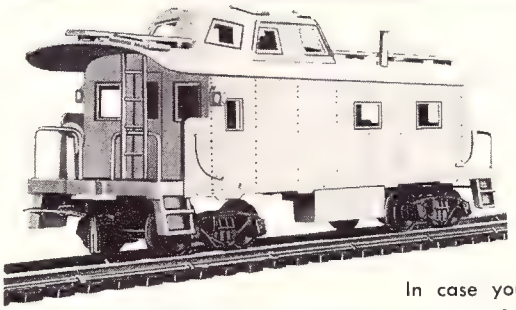


Good things come fast from Mantua. Following close on the introduction of the 8-Wheel Caboose comes Mantua's new Interior Lighting Unit. You'll like it a lot. Together with bulb and socket you get a unique molded insert that simulates glass at the windows of cab and cupola. It's a snap to install. Just three screws do the trick. And man, what a night-time railroad look it gives your eight-wheeler.

COMPLETE KIT NO. 798 $1.75



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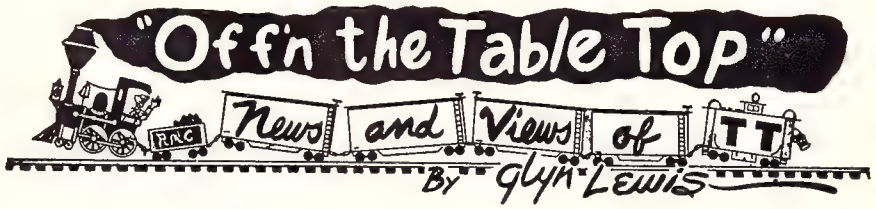

HERE is February, the bleak cold short month, but a busy month for us. That's right, the annual (26th) New York Society of Model Engineers show, from Feb. 11th through the 22nd, 5:30 p.p. to 10:00 p.m. weekdays, 1:00 p.m. to 10:00 p.m. Saturdays and holidays, 100 p.m. to 6:00 p.m. Sundays. If at all possible, don't miss it! You'll see in action the largest O gauge layout in the country, an HO layout, and of course our own TT layout, as well as some of the finest models of trains, boats etc., you could find. So here's hoping we'll be seeing you, stop by and say "hello." We'll be happy to chat. Bring along your TT equipment. We will exhibit it or even run it on our 6x10 foot layout.

However bleak the weather it always cheers us to hear of new manufacturers in TT. Paul Arnold and Mel Roberts out in California have joined forces to produce car kits. We have a few of the silk screened sides Paul has made and they are *great!* Box car and reefer sides are in one and two colors. Detail is really sharp and these cars should be a happy addition to any TT pike. We'll have more info next month, but if you hobbyists or dealers want to know more now, write to Paul Arnold, 4040 Tildon, Culver City, Calif.

Wonder if you've noticed that Hal Joyce of H.P. has been busy, quietly, but busy, not only is he now producing a new version of his diesel, this with an all new detailed cast nose and finely detailed lost wax brass trucks, but improvements are being made in all the locos. The 0-6-0 now has a new cast well detailed pilot and will very soon have new detailed drivers. A nice thing about Hal is his habit of not increasing prices when he improves a kit, the quality is greater but the price is the same.

Erik Nielsen has been doing some interesting things. You may have seen his new plastic box cars, we don't know much about plastics and this one is new to us, has no shine, seems to be almost heat resistant and is quite strong. Now Erik is making a TT roadbed in plastic, comes in a ready ballasted form colored gray. More on this later. New too are his line of trucks, and latest a trailer truck and a "piggy back" flat car. Erik tells us he is working on the dies for some TT structures cast in plastic . . . well we sure can use 'em. "Scratch building" structures is no hardship to us, in fact it's our pleasure, and with precision cut bass wood it's a real joy, but this is not everyone's "cup of tea" as we sure ain't the greatest in "scratching" a loco.

Of late we have been getting quite a few inquiries (mostly from HOers) asking how we feel about plastics. This is supposed to be the "needle" . . . S'funny really, back when we said that the Starline cars in TT were good, many sneered and said "Ugh, plastics . . . toys!) Here is how this writer feels . . . We don't care what material is used . . . the result is what counts. Back when we were very young, there was, and perhaps is, a man in Canal Dover, Ohio, who made model Locomotives These locos were considered so fine, so accurate that railroads all over vied to buy them. His materials? Wood, bone, coal, tin, in fact anything! But the important thing was the result . . . a fine model that he ENJOYED BUILDING. The culprit is NOT plastics or brass or lead, zamac or chewing gum! We deplore the "ready to run" aspect of model railroading. It's great for the kids or for those who want it, but it is NOT a constructive hobby. We are NOT knocking it, anymore than we would knock anyone whose hobby is going to baseball games, but most baseball fans don't call themselves ballplayers. We like television, but not to replace living, it's strange that years ago people enjoyed "parlor games" found them mentally stimulating, but now pay fabulous salaries to "experts" to play the same games on panel shows on TV. The age of "do it yourself" . . . nonsense! Kid yourself into thinking you are doing it yourself. We know of a fellow who had all the signs of a "successful" man, an ulcer, a divorce, and an analyist. This headshrinker told him to get a hobby, that's right "get a hobby" . . . man you develop 'em, don't get 'em, and the desire must come first. He suggested stamp collecting as soothing, so our hero bought a complete collection for $1500.00 and sat back waiting for the cure. See? No we don't wish to deprive the "put it on the track—see it run—boys" of their fun, but if you don't mind we will continue to enjoy kit building, with a little "scratch" and maybe a bit of free-lancing. To the manufacturers we would say, better and more products in TT, but let us build 'em. IT takes longer, the hobby will last longer, and so will we!

Now to dip into the mail bag. As you know we print a letter or two each month that we feel may be of interest to all, so drop us a line and tell how you are faring in TT. Here's a nice letter from Ray Yeaton of 56 George St., Arlington, Mass.

"Dear Glyn, I've been meaning to write to you for sometime, I thoroughly enjoy your column, mostly because I have a TT layout myself. I guess there's about 100′ of track exclusive of the yards. There's a couple of tunnels, two or three grades, a couple of bridges and a fair amount of scenicing (almost all the latter is scratch). I make my own switches and have just finished a turntable, works fine. Seems like quite a trend to "It's all done for you." I'm sticking to TT because I like it, because I get a better illusion of space and distance,

because scratch built accessories cost little or nothing and just because I like TT! Built a windmill the other day from the plans of an O gauge one. I thought I detected a slight sneer in the authors pen when he implied that this *could* be built in HO but would be difficult. So in spite of it I made it in TT to scale and it really pumps REAL WATER too, *his didn't!* Anything can be done in TT! By the way my six year old son can handle the cars o.k. even my Pacific, so there! You big gauge boys! Keep TT growing in your fine magazine, Sincerely, Ray Yeaton.

Thanks Ray, when you get a chance send as a photo of that windmill.

The Navy has a word or two too, from Milton L. Kennedy AK-1, VR-31, Naval Air Station, Norfolk, Va., the following,

Hello Glyn, Hear my tale. I'm in the Navy, move a lot natch, so had to pick a small gauge. Never heard of TT, never was a model rail, picked up the Sept. "54" issue of RMC, saw your column, and started slowly. Have built a 2'x3' coffee table, top is removable of ¼" masonite. The pike is inside. Not too much done yet. Built my first car AAR box, C&NW. Using Alco wood roadbed. When I get out of the Navy I'll build a real RR empire. Get two pages for your TT stuff, with photos and plans every month. Oh yes, I built a factory and combination station "scratch built" they are in the enclosed photo. Was out in Missouri couple of months ago, saw steam on the Nickel Plate, Pennsy, N&W, and Northwestern Steel & Wire Co. (Sterling, Ill.) who have some of the most decrepit looking 0-6-0s you ever saw. Keep up the good work, Thanks, Milt.

So there is another happy convert. We read somewhere that "TT" is holding its own, but has not grown any in the past five years." Oh yeah! Want to bet? We know that TT has more than doubled in the past five years.

New Product

For all of those who are the happy owners of the Atlas spray unit, a new accessory, Model No. A-AB-100 Atlas Air Brush. This attached to the Atlas model 1500 will give you at only $6.50 a professional air brush. Just the thing for painting models and scenery. It gives a controlled spray for the finest work, Gun, fine spray nozzle, coarse spray nozzle, extra jars with caps, packaged from the K. J. Miller Corp., 2900 South 61st Court, Chicago, Ill. $6. 50 complete.

Have you seen the handsome new Ronson table lighter, the "Trophy," in silver with a colorful 1880 Ten Wheeler on the side. At all fine stores, $12.50.

Say, have you seen those undershorts for men by Arrow with the variety of locos on 'em? Or the ones by Cooper with all the RR heralds . . . WOW! We're trying to convince both Cooper and Arrow to make sport shirts out of the material so that a whole lot of model rails won't get picked up by the gendarmes for parading around the streets in their underwear!

Well, here we are at the bottom again . . . so cherio till next month . . . and if you are in the east see you at the Hoboken show of the NYSME, Feb. 11th through the 22nd.

H. P. High Precision

H. P. Products are precision built of carefully selected materials chosen for the specific purpose and carefully machined for fine performance and long wear.
We do not make plastic toys but concentrate on well engineered and well built precision equipment that the true scale fan appreciates.
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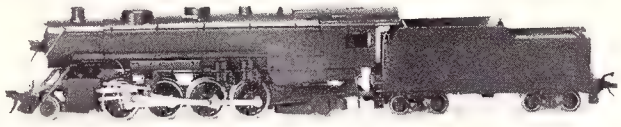

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Items submitted to this column must be kept short be printed plainly. Abbreviate where possible. Priority will always be given those sending in ads not more than once every three months. We cannot repeat ads and we reserve the right to reject those we feel are objectionable or beyond the scope of this free service. Ads over 50 words in length will be returned for shortening. Specify category desired: WANTED, TRADE, RAILROAD PASSES, SALE OR EXCHANGE, COLLECTORS. No commercial classified ads accepted.

FOR SALE: Lionel and Marx equip. Very good shape. Includes locos, trk. Send for list. Bob Coxon, Jr., Box 300, Milverton, Ontario, Canada.

FOR SALE: $400 Lionel O ga. equip. $100 takes all, scenic access, etc. or will sell separate. Stamped env. for list. Jack Glaab, R. D. 1, Box 181, Beaver, Pa.

FOR SALE: 6 AF S ga. remote cont. sws. (3 left, 3 right) good cond. $7.50 pr. with cont. bx (no wire), all six for $20. 2 R10 Marnostats like new $5.00 each. B. G. Lampe, 39 N. Main, Silver Springs, N. Y.

WANTED: Old-time HO, Mantua Belle, Mogul, General, gd. cond. Also HOn3 cars, locos, etc. All letters answered. George W. Hamilton, R.D. 5, Ithaca, N. Y.

SELL OR SWAP: Lionel, AF Std ga engines, cars, etc. Old Ives, Lionel, AF "O" equip. 072 solid rail. Want: Lionel or other suitable for scale or Hi-Rail and old catalogs. Send stamp. W. B. Phillips, 2305 E. 23rd St., Brooklyn 29, N. Y.

FOR SALE: 2 locomotives, 16 cars, and many acces. Sell all or part. Send for list. Reasonably priced. Robert C. Holloman, Rt. 1, Box 153, Bayside, Va.

FOR SALE: Lionel Diesel (MKT). Old loco, needs repairs. 2 pass. cars and 18 frt. cars. Signal bridge, track, etc. About $135. Please write first. Mike Echols, 9 Brownwood Dr., Carthage, Texas.

RAILROAD PASSES PRINTED also letterheads, stationery, envelopes and RR stock. Fine work at low price or Lionel items. All letters answered. Douglas Haustein, 94 Winans Ave., Cranford, N. J.

WANTED: Varney box cars lettered ERIE, assembled on kits, any cond. Please write first and state price and cond. May also be interested in anything to do with Erie, such as Railroadiana. Also exch. passes on YALE RR for yours. Jack Parris, 43-07 162 St., Flushing 58, N. Y.

SALE OR SWAP: AF S ga. diesel switcher. Will sell for $20 or trade for steam type loco. Pacific or Hudson type preferred. Gd. bargain. Terry Villemarette, 218 Laurel St., Marksville, Louisiana.

WANTED: EXACTA streamlined molded copper pass. crs. in good cond. No trucks OK. HO ga. Don't like plastic. R. L. Kraus, 11933 McCune Ave., Los Angeles 66, Calif.

FOR SALE: 2½ x 4' old time layout with many Weston figures, Ayres old-time bldgs., painted background; engine is a collectors item. 5 frt cars and power pak. Also 2 RDC's and Electrapak senior. Send for snapshot and details. Leroy Pyle, LaSierra College, Arlington, Riverside, Calif.

WILL EXCHANGE: Box car decals for the R.A & M.RR also model RR passes. R. J. Koskoff, 2456 Granville Ave., Los Angeles 64, Calif.

FOR SALE: Amer Flyer "S" ga 2 box cars, tk car, caboose, gondola —$20. Royal Blue loco $9. Luther Spade, 806 Market St., Emporia, Kansas.

WANTED TO BUY: First issue of Toy Trains—Nov. '51. Will pay $1.50, also the March '52, April and August issues of Toy Trains. Will pay 50c each. All must be perfect. Dan Moss, 405 Byron Ave., Jackson Heights, Mobile, Ala.

WANTED TO BUY: Lionel 700 series and 2900 series frt. cars also Lionel 700 series scale trucks and any pre-war tinplate trains before 1935. Harker Piano Shop, 314-318 S. Pasadena Ave., Pasadena 2, Calif.

WANTED: Old time locos and cars, any make or cond. but must be HO. Will pay cash or trade two 1880 scrapbooks full of advertising trade cards, some very rare. Stanley stahl, 2132 North Ave., Middleton, Wisc.

PASSES EXCHANGED: Central Valley RR. William Crawford, 1304 West St., Corning, Calif.

SALE OR TRADE: A.F. S ga. equip. 6" Craftsman lathe, Federal enlarger, for HO equip. Send stamp for list. E. R. LaRue, 1642 Allengrove St., Phila. 24, Penna.

BARGAIN—Must sell immediately—Lionel Equip. 2 sets, acces. track and cars, most brand new and hardly used. Worth $165—asking $65.00 takes all. Stamp for list. Peter Cheeseman, 438—68th St., Brooklyn, N. Y.

FOR SALE: 2 "O" Diesels Santa Fe and Western Pacif. 2 transformers. 4 Streamlined "O" pass. cars, 2 Stock, Hopper, Tank, Gondola, operating box car, auto car, caboose, 15 sects. Gargrave. Best offer. David Hallett, 59 River St., Mattapan 26, Mass.

HAVE 110 PIECES of LIONEL and AF Stand. Ga. track in good cond. to trade for HO Equip. or will sell, also will exchange loco. photos for HO Mantua Auto Couplers. Write first. H. K. Vollrath, 2524 Meriwether Rd., Shreveport, La.

FOR SALE—As a unit or as separate items—$500 worth of top-notch Lionel equip. Good deals on good equip. Harry Bradley, 103 Andrews Hall, College of Wooster, Wooster, Ohio.

WILL TRADE—Marklin HO 3 rail trk 33 pcs—3 pass crs. 1 motor for SK800 loco. Total val. $60. For U.S. HO equip. or equal value. D. R. Greenwood, 95 Leslie St., Newark 8, N. J.

FOR SALE—HO Atlas Snap track—12 straight—12 curv. 2 man. switches, 4 (dummy) semophores, 2 tunnel portals, pkg HO spikes. $7.50 takes all. Fleischman Snap trk—65 pcs, 5 man. sws, 5 concrete trk bumpers. $10.00 (all good to excel. cond.) Don Keller, 1114 Seymour Ave., Columbus 6, Ohio.

PASSES EXCHANGED: Evenston & Johnston R.R. John W. MacGown, 32 Liberty Blvd., Valley Stream, N. Y.

SALE: 2 Bowser Arty's, kit $40. Built up with Varney vandy tender $50, Hobbytown switcher, PSM interurban, freight cars. Send stamp for list. W. Miller, 2904 N. Rogers Ave., Baltimore 7, Md.

FOR SALE OR SWAP: TT Locos and Pass equip. etc. Large collection professional magic equip. (and texts) used on stage. Swap for HO, Photo equip. or sell. Send for list. Lt. J. Denhart, 3008 Parkway Ter. Dr., S. E., Washington 23, D. C.

SALE OR SWAP: Globe A & B unit B&O with or without power. HO Shifter—6 misc. cars. Scintilla power pack. Swap for MU car or large steam. C. E. Dickman, 3530 S. Dixie, Lima, Ohio.

HAVE HO SCALE EQUIP. Want good 616 negs. or P.C. prints of Western Steam locos. Herb Cearley, 706 W. Caldwell, Compton, Calif.

FOR SALE: Lionel GG1, Burgess VS600 paint spray, 3 Lionel Nos. 2625, 2627, 2628 brown cars, 717, 716, 717, 715 scale Lionel cars, ABA Santa Fe Lionel. 4 NYC AMT streamliners. W. C. Dannecker, 200 Shafer, Middletown, Ohio.

FOR SALE: Lionel cat. 1946 19 pgs $6.00. Lionel 1951 $1.00. AF 1950 $1.25. AF 1949 covers loose —$1. AAR Quiz book $1.25. Model Railroader March '47—40c. 4 late 1940 MBs—30c each. Robert Cornell, 37-08 Utopia Pky, Flushing 58, N. Y.

SALE: RDC-1 car powered, slightly used. Mantua couplers. Ready to run. Both $14. 1st offer in writing to Irving Sperling, 1 Fisher Dr., Mt. Vernon, N. Y.

SALE OR TRADE: Lionel "O" ga. 4 car, steam eng. train set (without trans) purch. 1946, fair cond. 1 pr. 1/r 027 remote control sws. State your price. Or trade for HO equip. E. G. Peters, 2423 W. 73, Los Angeles 43, Calif.

WANTED: Your unwanted loco, car parts; old pass., frt cars, kits, trucks, bldgs. kits, misc. junk; in HO ga. Will trade 20 Bangor & Aroostook train orders or recent copy "Official Guide" for any amount above material. Write first. Allen A. Sharp, 100 Shennecosset Pkwy, Groton, Conn.

TRADE: English U.P. Also Diesel A-A whl. drive—in good running cond.—for good steam frt. loco. Also have A.F. Hudson and Tender bodies and A.F. trans. Model 8B. Will sell or trade for HO. Richard Mastin, 1205 Lafayette Dr., N. E., Albuquerque, New Mexico.

FOR SALE: HO empire, over $500 in locos, cars, track, power packs, sws, and much misc. equip. Send stamp for list. Charles Kirk-DelRay Hotel, Sikeston, Mo.

SELL: Lionel equip; 2356 Diesel A & B units $35. 3469 oper. one car $4.95; 2531 obser, 2534 pass, 2530 bagg—each car $7.95. All excel. cond. Jimmy Duncan, 1102 Jackson Ave., Memphis, Tenn.

FOR SALE: Standard ga.—No. 384 loco, 219 Derrick. Excel. cond, 512 Gondola with rwy express mdse container (used with No. 219 Derrick). Also 10E loco with three matching cars, misc. frt, trk, etc. Make offer on any or all. D. W. Smith, 111 E. Washington St., Colorado Springs, Colo.

FOR SALE: Lionel O ga set 682 LTS; 6417—N5C; 3620; 6415; 6464-25; 1 pr. 027 Sws. 1 R.W. Trans. 88 track. Scale frt car. Send for list. B. Verbel, 219 Mellon Pl., Elizabeth, N. J.

WANTED: Lionel 313 Bascule bridge and tinplate "Turntable". M. Frankel, 118 S. 11 St., Terre Haute, Indiana.

FOR SALE OR TRADE: $18 worth of stamps in original packets. Will trade for Lionel equip. in excellent cond. William Perry, 1098 Boyd Ave., Johnstown, Pa.

FOR SALE: $200 worth of HO equip for $100. 60 foot of track mounted on portable layout, sws, and machines, Penn Line Pacific, Eng, rolling stock, Scintilla power pk. R. K. Turner Book Dept., Carlisle Barracks, Pa.

TRADE: Will enlarge or reduce your plans to fit your gauge in exchange for 027 track, cars, or what have you. T. C. Larson, 308 West 2nd St., Erie, Pa.

TRADE: McCoy .099 & space Bug Sr. .045 model airplane gas engines. gd. cond. & 20 cop. of airplane mag. Props, planes—pr. cond. for HO eng. or equip. A. Storch, 72-45 141st. Fushing 67, N. Y.

FOR SALE: Lobaugh S.P. caboose kit—$7.50. M. A. Holloway, 141 St., S. W. Park, Portland 1, Oreg.

WANTED: O ga used locos or loco kits in any cond. Write giving cond. and price. Prefer smaller size locos. Eric Brunger, 265 Hartwell Road, Buffalo 16, N. Y.

SALE OR SWAP: Smoke damaged elec. display turntables. Ideal for O.S or HO. 4 RPM. $5.00 each plus postage or swap for Gargraves 3-rail track and/or 072 type sws. Paul E. Applegate, 3427 S. Topanga Can. Blvd., Malibu, Calif.

FOR SALE: $290 worth Lionel "O" ga. equip. Will sacrifice for $150. A-1 cond. One 3-unit diesel and switcher, cars and access. Send for list. E. J. Smoak, Jr., Rowesville Rd., Orangeburg, S. C.

FO RSALE: O-ga pass. kits, no trucks: 6 JC Models: coaches, baggage, mail; 3-Rail Chief: 18 coaches, combine; 1 Westbrook Erie gondola. H. Mitchell, 22 North St., Huntington Station, N. Y.

FOR SALE: Lionel Penn sws No. 228. Gear ratio changed 30-1 and knuckle couplers added. Re-painted and lettered and in excel. cond. mechanically. Will accept best offer over $55. A. J. Sitowski, 5210 B'way, New York 63, N. Y.

FOR SALE: Buddy L—loco, tender, box car, caboose and 4 pcs of trk. First $150 or highest bid takes it. Also have Lionel catalog 1915 to 1955. E. Beinstein, 23 Wyoming Drive, Huntington Sta., N. Y.

WANTED: Lionel Lift Bridge No. 213 also gate crossing with 153C contactor. Must be in A1 condition. Dr. A. Gorfain, 53 South B'way, Yonkers 2, N. Y.

SALE OR TRADE: Lionel and A.F. "O" ga equip, pre-war and late, some new. Trade 1949 and 1954 Lionel catalogs for 1950 and 1953. B. Zaborowski, 11272 Cunningham, Wyandotte, Mich.

SELL OR EXCHANGE: for HO. Marx, Lionel, Ives train equip. Write for list. Model plane with .049 engine and all equip. needed. Aqua Pal skif & speed boat models & battery operated outboard motor. All letters ans. S. Benson, 608 S. Maple, McPherson, Kansas.

SALE OR TRADE: For HO. Large stock or Lionel and tinplate equip. 763 Hudson & N.Y.C. Diesel. O-72 trackage. John Meyer, 296 River Rd., Bogota, N. J.

FOR SALE: Varney Dl. Dr. Switcher and Ulrich Track cleaning car. $10. Robert H. Nuhn, 630 Princeton, Elyria, Ohio.

FOR SALE: Lionel Super detail loco and tender with 3-coach cars. Hudson type 4-6-4 Class J—1E, Series 5340, Cat. No. 700E 1/48th scale. $50.00 or highest offer. R. F. MacSorley, Rt. 1, Seaford, Del.

WANTED: Lionel 'O" gauge equip. in good cond. Locos, track, R.C. Sws, etc. Will pay cash. Send complete descrip. and price wanted. W. Rast, Box 3286, Univ. of South Carolina, Columbia, S. C.

FOR SALE OR TRADE: Bowser Mountain, Detailed $28.00. Take Mantua General in trade. Varney 8 whl drive "A" unit & dummy "B" with metal gears and drive $20.00. Both excel. cond. Inquire R. Phillips, 1429 Via Del Mar Rd. Schenectady, N. Y.

FOR SALE OR TRADE: Lionel, A.F. equip. All in good cond. Trade for HO equip. Send 3c stamp for list. William Burns, 18653 Coyle, Detroit 35, Mich.

FOR SALE: Lionel Diesel Switcher, and 2026 Steam loco and tender. Both for $25 or separate at $15.00 for Diesel and $10. for Steamer. Jim Piekarski, 317 Madison St., Janesville, Wisc.

WANTED: Kasiner Streamline "O" scale cars, also freight trucks. A.M.T. couplers (automatic). Send price and condition first, letter to —Joseph L. Stafford, 45 Park Ave., Monroe, N. Y.

FOR SALE: RW 110 Watt trains, 456 coal ramp & hopper, 397 coal loader, 3472 milk car set, 2033 Diesel green & black, 623 Diesel switcher black and yellow. All used, good cond. John Bonfiglio, 4143 Grace Ave., Bronx, N. Y. FAirbanks 4-7561.

FOR SALE: Marklin HO trains, track, acces. Faller houses. J. L. Meakin, 232 Orchard Or., Fairfax, Va.

FOR SALE OR TRADE: Lionel twin unit Sante Fe Diesel & Diesel switcher. Frt. and pass. transformer, track and switches. Best offer takes all or part or trade for HO. D. J. Mannen, 409 East Church, Carlsbad, N. Mexico.

SALE OR EXCHANGE—Back issues of RAILROAD MODEL CRAFTSMAN, Model Railroader, 1949 to 1954, Trains, after 1945, and other railroad magazines, WANTED: Trains prior to 1945, RAILROAD MODEL CRAFTSMAN, Model Railroader, and others. Send your listing. Rudolph Wittemann, 529 E. 22 St., Brooklyn 26, N. Y.

WANTED: 3 AF Switches with one lever box control. Also 15 sections of AF straight trk. Tank car with link couplers. Leo Baris, 113 Sherman Ave., New York, N. Y.

WILL SELL: HO Varney Diesel, A-1 cond. Inquire Robert Chana, 2507 N. Major Ave., Chicago 39, Ill.

FOR SALE: About $130 worth of HO used equip.—only $75. Write for information. Rittk Pianka, 837 Fourth St., Yreka, Calif.

SALE: Official R.R. guides, not too old, good cond. $1.00 a copy mailed in U.S. Recent copy to first ones ordering. Limited supply. R. Hopper, 6420 Kennedy Ave., Cincinnati 13, Ohio.

TRADE: New, never used Fleischmann 4-6-2 Pacific & Tender with gondola & caboose. Worth $25, for Mantua Big Six switcher & tender. Gary Strelick, 810 Meadow Ave., Charleroi, Pa.

WANTED: Lionel Std ga. loco. No. 381E. Must look like new. No repaint jobs and no junk. Will pay cash or trade Lionel elec. type twin motor O gauge. No. 256 Loco. Joe Schiffer, 70 South 9 Street, Brooklyn 11, N. Y.

WANTED: Lionel 072 solid trail trks and switches No. 840 power station. Scale Lionel O gauge equip. L. Napolullo, 51 Marrington Pl., E. Orange, N. J.

SELL OR TRADE: HO freight train for an HO trolley or equipment. J. H. Limdquist, 424 E. 51 St., New York 22, N. Y.

FOR SALE: OO Equip. Like new. Send for list. $45. value for $30. R. J. Martin, 749 Bay St., Rochester, N. Y.

FOR SALE: Varney and Strombecker HO Ga. Send stamp for list. John Marteney, R. D. 1, Malvern, Ohio.

FOR SALE: Lionel equip—locos, frt cars, baggage car, trk, 3 pr. sws, block signal, crossover, etc. All in good cond. Will ans. all letters. Norman Day, LoLo, Montana.

BEST OFFER TAKES—O Gauge freight cars, Diesel switches, mountain and mallet locos, parts and motors. Joseph B. Ginsburg, 8146 Ingleside Ave., Chicago 19, Ill.

SELL OR TRADE: for HO Lionel loco 2046 smk and whistle. Loco 110 and tender. 5 cars, track, trans, switches, etc. Sell all or part. Don Ketcham, 25 McGowan, Central Islip, N. Y.

WILL TRADE: A fair sized chemistry set for HO track, equip. or cars. Inquire, Robert Chana, 2507 N. Major Ave., Chicago 39, Ill.

SELL OR TRADE: Have Winton art, AF Hudson exc. no smoke or choo-choo, misc. items and mags. Want Penn line RDG Crusader, Lawrence Lab GP-7, import U.S. proto steam locos. Oper. cond. unimportant. G. P. Fasig, 122 Marvin Ave., Akron 2, Ohio.

WANTED: Railroad Mag. 1951-55. Trains 1953-55. Also CERA bulletins and NJ-NRHS Marker. Ronald Kupinsky, 20-21 Seagirt Ave., Far Rockaway 91, N. Y.

HAVE IVES No. 3241, AF No. 4019 to trade for Lionel Standard gauge locos, cars, signals, etc. Also have HO kits for standard gauge. Russ Christensen, 21 Fernwood Pk, Rochester 9, N. Y.

FOR SALE: Lionel 2332 GG1, 226 Steam engine with 2226 WX tender, 746 with either 2426W or 2046W tender, 2920 series frt cars, 2460 crane car, 3462 milk outfit. A. E. Kopetschny, 846 Page Ave., Staten Island 9, N. Y.

TRADE: Kodak Pony 135 camera, flash, filters, also 16 mm projector and other equip. for HO equip. E. Urban, 3607 Mintwood St., Pgh, 1, Pa.

FOR SALE: Back issues of RAILROAD MODEL CRAFTSMAN, Trains magazine, Railroad magazine and good Railroad Books. Also a few good Steam Thresher catalogs and photos. All in good cond. List for stamp. Want first books of Lucius Beebe.

MAGAZINES: RMC, Model Trains, MRR complete 50-55. TOY TRAINS complete, also Mecahnics Illustrated, Popular Science, Popular Mechanics, Science & Mechanics. Self addressed stamped env. for list. George H. Bartlett, Jr., Belano Park, Cape Elizabeth, Maine.

FOR SALE: Lionel equip. Very good cond. $325.00 list price. $180 takes all prepaid. Card gets compl. list. Jerry Smetzer, R.R. No. 1, Clyde, Ohio.

WILL TRADE — Popular Science Magazines 1949 issue to '55 or American and Foreign stamps for "O" ga. Lionel locos or what have you. F. J. Esposito, 746 Classon Ave., Brooklyn 38, N. Y.

FOR SALE: Complete HO layout; locos, cars, acces, 6x4 ft. expandable layout; must be sold as one unit. R. Meyer, 2759 N. Kostner Ave., Chicago 39, Ill.

Collecting Railroadiana

Pieces of railroadiana can add a great deal of enjoyment and atmosphere to the effect of train room. Most are easily obtained.

by Tim Plate

HOWDY fellers. Just back from a jaunt around the eastern part of the country and I notice that many modelers have started collections of railroadiana. Some railroadiana is obtainable at no cost. Most of us have to start our collections by buying commercial items.

Probably never before has so much been available to the railroad collector. Let us consider jewelry. Even one of the model railroad manufacturers has railroad jewelry on his list. Lindsay Products have a sterling silver C. P. Huntington charm and a matching silver caboose charm. The charms are available on tie clips, watch fobs, and even on necklaces and pins for the little woman. Prices are nominal.

Swank and some of the other nationally known men's jewelry houses have also recognized the railroad enthusiast with similar railroad tie clips. One of these is illustrated on the opposite page. These can be purchased in most men's clothing stores where ties and shirts are sold. Maybe someday we'll even go into the availability of men's railroad design shorts!

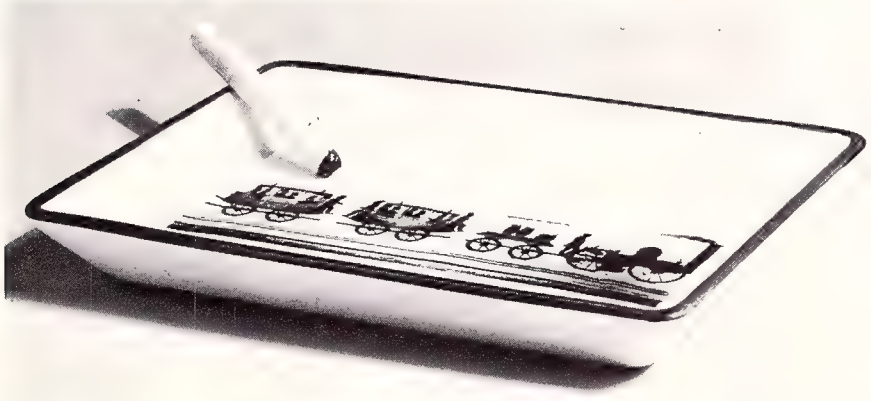
Many model railroad rooms become pretty smoky after an operating session. Railroad motif ashtrays are plentiful although you may have to hunt around. Gift shops often have them and you'll find them in 5 & 10 stores, and occasionally, in hobby shops. Many railroads also give them out as gifts to large customers. Again, diligent searching will reward you with some really authentic items for your collection. Sometimes they are simple glass trays with railroad decal attached. The Erie had such an ashtray available during their 100th Anniversary celebration a few years ago. The B&O recently had a beautiful blue glass ashtray with a silkscreened railroad picture.

The Baltimore & Ohio is only one of several railroads having beautiful dinnerware for sale. In attractive B&O blue, the plates have a border showing many of the early B&O locomotives. B&O tiles are also available. A list of available B&O railroadiana is obtainable from the B&O Railroad Museum of Transport, Baltimore, Maryland. Enclose a stamped addressed envelope.

Other railroads that have had or have plates are almost without number. We've seen really fine items bearing the heralds of the Lackawanna, Erie, New Haven, and many other roads.

The Narrow Gauge Motel, Alamosa, Colorado, has a number of interesting items. Available are several plates showing the old Colorado narrow gauge pikes in all of their former glory.

All of these plates are suitable for wall hanging. Plate hangers can be



Ashtrays are one of the more common railroad items which can be purchased in gift shops and sometimes in hobby shops. Other similar items include wastepaper baskets, glasses, shaving mugs, and plastic display trains and locos. A number of railroads offer dishes at a price.

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One item of railroadiana that is given away freely is the book of matches. Nearly all railroads distribute these through various channels and by keeping your eyes open, these will come your way almost without effort. They are often distributed at meetings of railfans. The New York Division, Railroad Enthusiasts Inc., passes them out frequently. Sometimes book matches have a simple design, perhaps nothing but the railroad herald. At other times they are fancy and have elaborate sales messages. Union Pacific, Southern Pacific, Erie, Norfolk & Western, are but a few roads having good match book covers. Match books WITH matches cannot be sent through the mails. In swapping these with other collectors, remove the matches first by opening the staple with a knife. Albums are available for keeping matchbooks in perfect viewing condition.

Railroad spikes are plentiful enough and it's nice to have one from your favorite railroad, trolley line, or what have you. They are easily found along the right of way. Spikes come in many sizes and even in several shapes. One narrow gauge line even had a two headed spike! Spikes can be polished and fastened to a finished wooden base with a brass name plate. They make good paper weights and can even be used as coat hangers, if you'd care to drive them into the wall. Used spikes are preferred by the collector since they have probably seen years of use under who knows how many different kinds and classes of steam engines and traction cars.

Somewhat more difficult to obtain are railroad lanterns. New ones can be purchased from several companies but it is sometimes possible to buy old kerosene lanterns from railroads as they switch to the electric kind. Many oldtime collectors have duplicates to sell or swap. Incidently, there have been instances where railroad fans have been caught removing such property from railroad premises, much to the detriment of the railroad and model railroad hobby as a whole.

Other items of railroadiana are also plentiful. Sometimes it is possible to buy railroad bells, whistles, and headlights. Traction fans go wild over headlights, destination roll signs, and route markers.

Button collecting is another interesting aspect of railroadiana collecting. Almost every railroad has distinctive metal buttons for its trainmen and conductors. Since button collecting is an established hobby in its own right, many books on the subject are available and these list a number of railroad buttons. There are hundreds of railroad buttons and an equal number from trolley lines. Many of these are of lines long since defunct and as such are desirable.

Then there are switch keys, switch lanterns, ball type signals, and just about anything else you'd care to own. They're available and sometimes you can get them at little or no cost. Others are rare and will have to be paid for at premium prices. As with most such items, they are worth just about as much as you're willing to pay for them.

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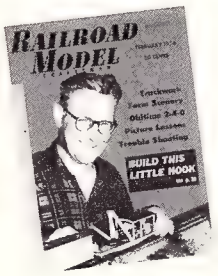

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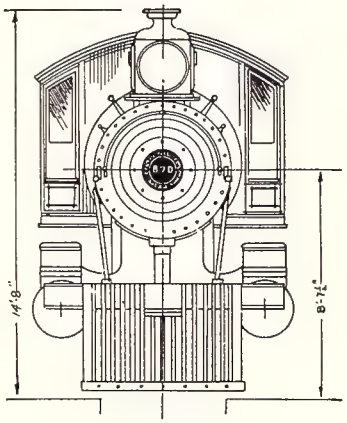
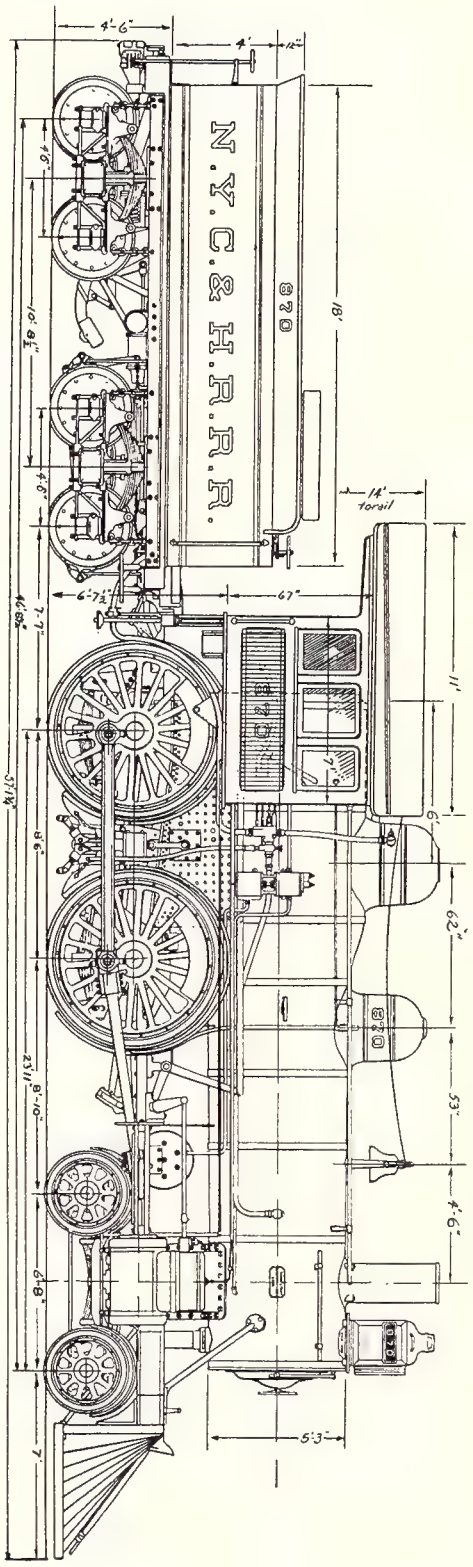
New York Central American

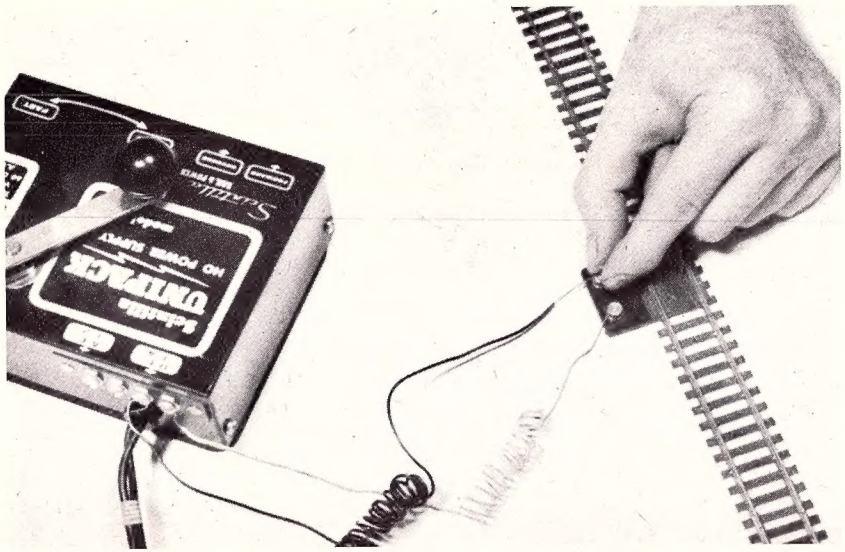
The drawings show the New York Central 4-4-0 as it was originally built in 1890, series 850-900. These engines were renumbered in 1918 to series 1003-1038. By the late 'thirties, all had been scrapped except famed 999, which also belongs to the series. Through the years many changes were made which greatly changed the appearance of these engines. Theoretically an excellent engine for the small pike, the model 4-4-0 suffers from an inability to cope with the modern trend towards radii under 20 inches.





Drawings shown full size HO gauge drawn by Jeffrey Winslow

9—Snap-Track simplifies the hooking up of the power pack since a connector section is available. When using the lay-it-yourself track, it is necessary to solder the lead wires directly to the track . . .



10—Completion of the basic loop with perhaps one or two switches will satisfy the builder for perhaps a few weeks but this is only the beginning of the enjoyment that comes with model railroading. Additional rolling stock and locomotives will soon create a need for more sidings and yards, for engine facilities, and then a branch line.

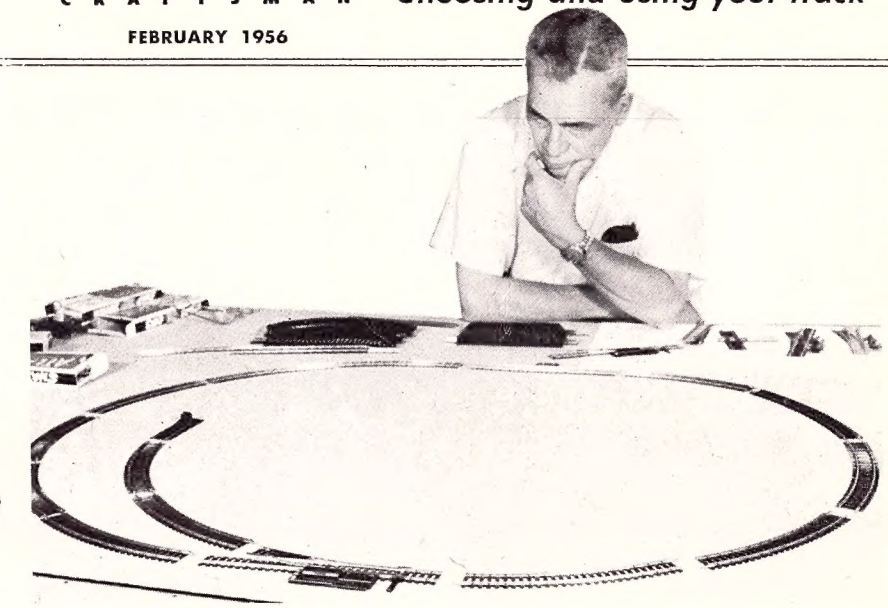
picture lessons in model railroading

RAILROAD MODEL CRAFTSMAN

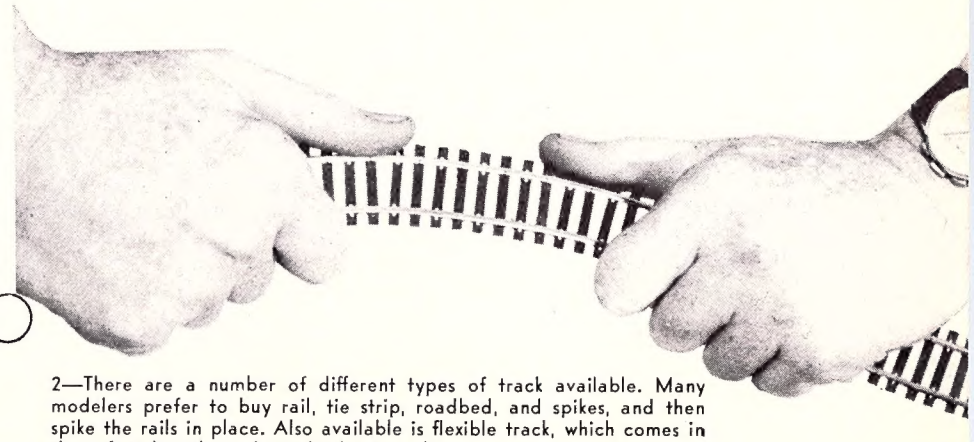
course no. 3

Choosing and using your track

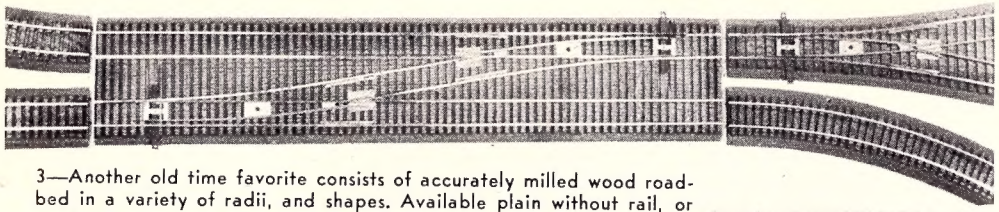
FEBRUARY 1956



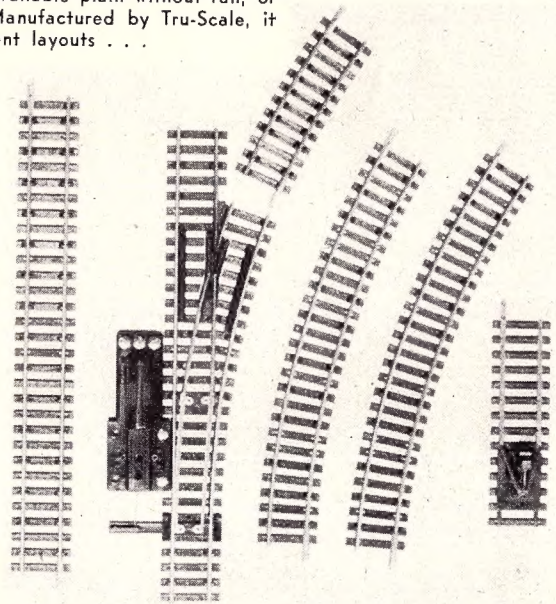
1—A model railroad is no better than the track upon which it runs or the design given it by its builder. For good future operation with minimum time spent in maintenance, the modeler must be willing to give his layout construction a good deal of thought . . .



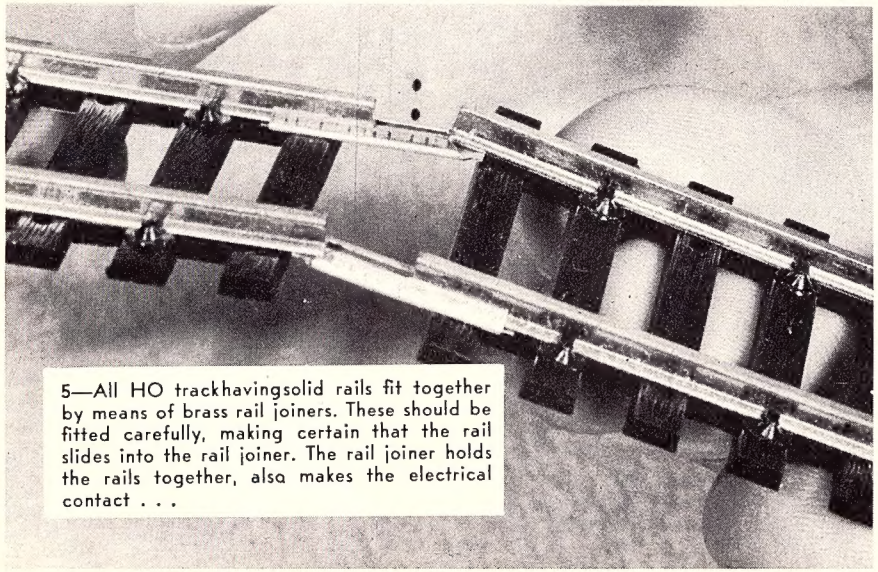
2—There are a number of different types of track available. Many modelers prefer to buy rail, tie strip, roadbed, and spikes, and then spike the rails in place. Also available is flexible track, which comes in three foot lengths and can be bent as shown . . .



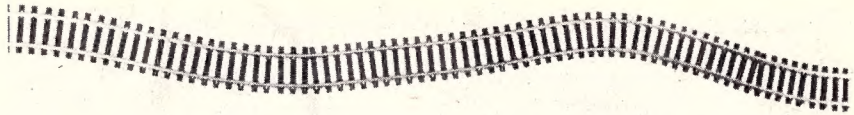
3—Another old time favorite consists of accurately milled wood roadbed in a variety of radii, and shapes. Available plain without rail, or ready to use, painted and ballasted. Manufactured by Tru-Scale, it is especially recommended for permanent layouts . . .

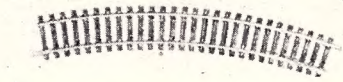


4—This is Snap-Track, as packaged in 1955 in all American made HO ready to run train sets. Snap-Track is also available separately in hobby shops. All Snap-Track is interchangeable. Snap-Track will also join together with flexible track and with Tru-Scale track through use of rail joiners, sold separately. Also available are crossings and other track shapes . . .

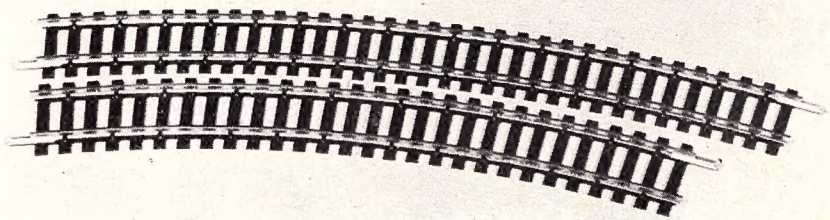


5—All HO trackhavingsolid rails fit together by means of brass rail joiners. These should be fitted carefully, making certain that the rail slides into the rail joiner. The rail joiner holds the rails together, also makes the electrical contact . . .

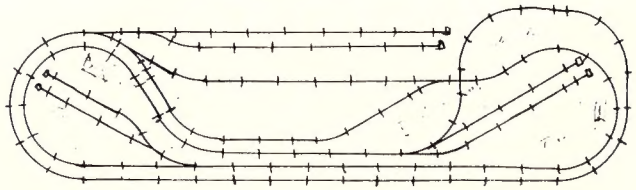


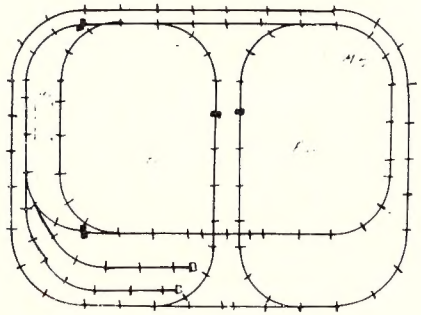


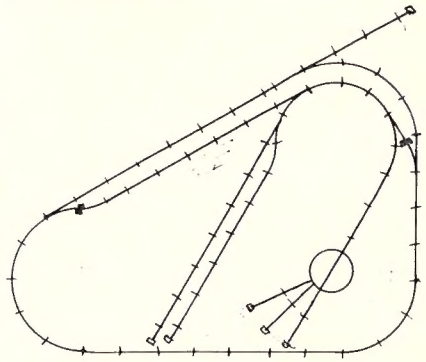
6—Flexible track has the advantage of being able to take any shape required by the builder, permitting great flexibility of layout design. Snap-Track retains only one shape but is made in smaller pieces and in three different radii . . .



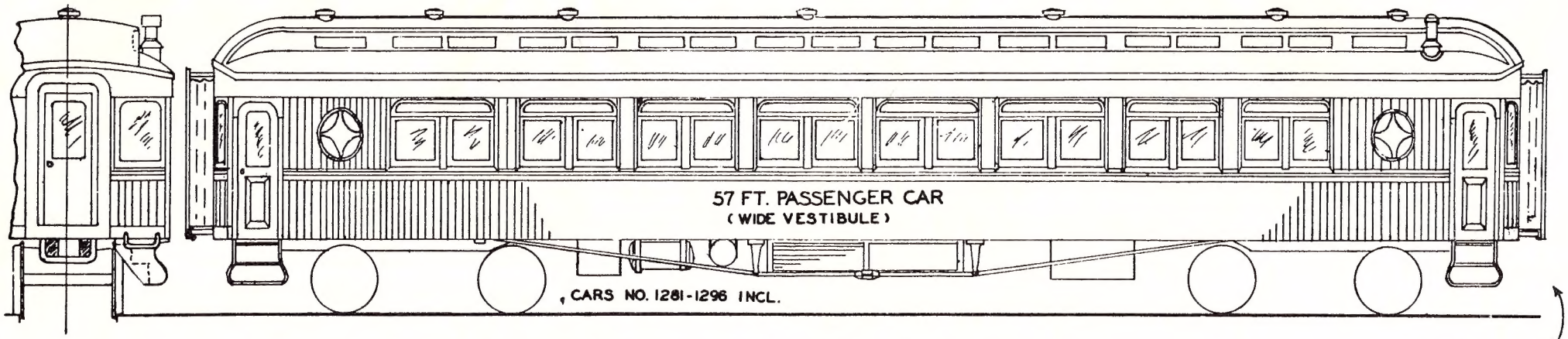
7—Different Snap-Track curved sections, one of 18" radius, the other 15". The sizes of the 18" sections are larger since the circle is of larger diameter . . .

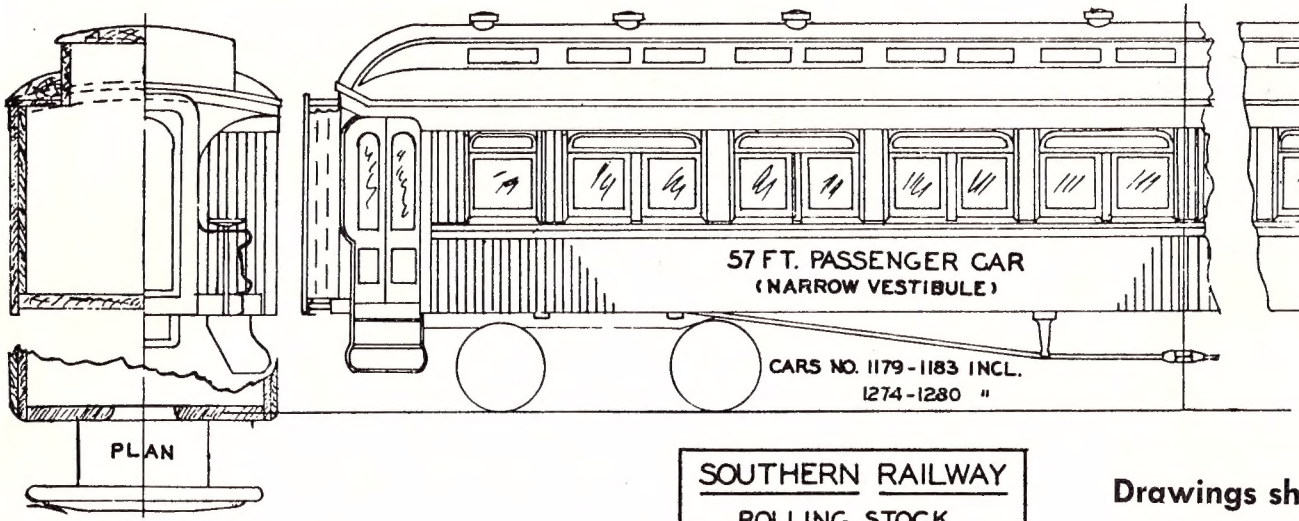




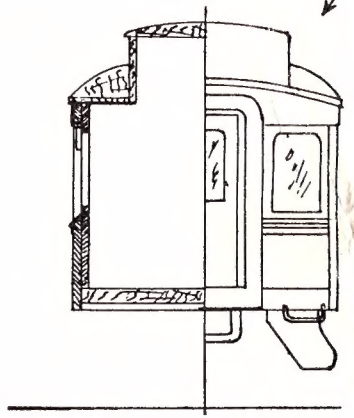


8—The layout design is of the utmost importance. The railroad is best placed on a permanent table and a plan drawn of the layout design best meeting the builder's requirements. With Snap-Track, the layout can be operating in one evening. Railroad Model Craftsman magazine back issues contain hundreds of layout drawings suitable for any size railroad . . .



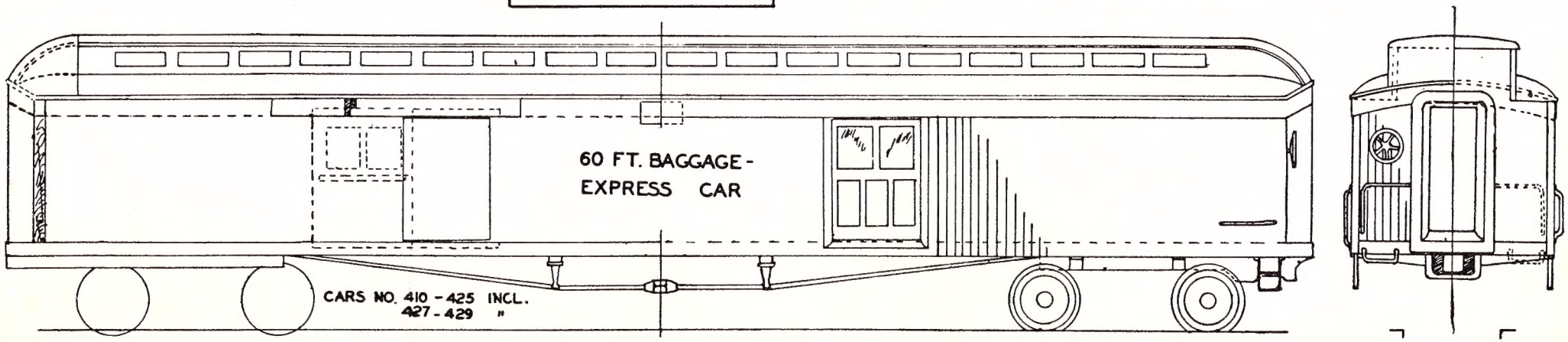


NOTE: SINGLE WINDOW ON OTHER SIDE OF CAR AT THIS END.



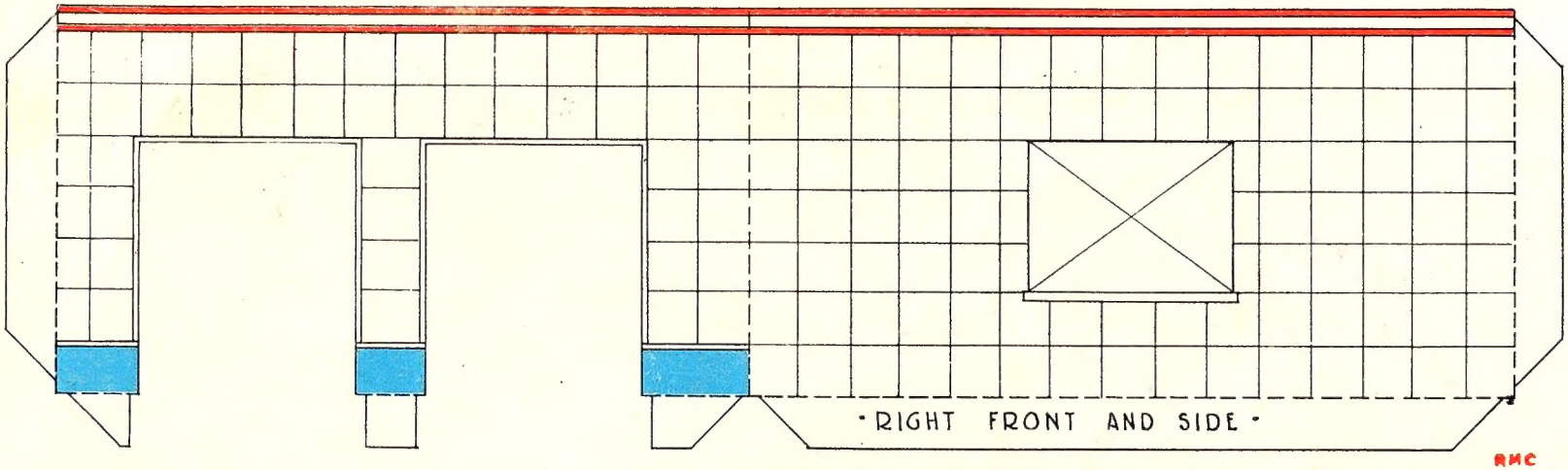
SOUTHERN RAILWAY
ROLLING STOCK

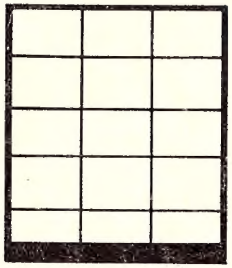
Drawings shown full size HO gauge

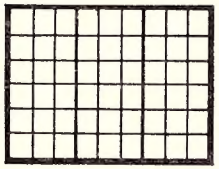


Cut-Out Scenery

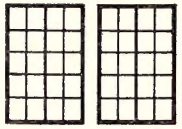
For Model Railroads





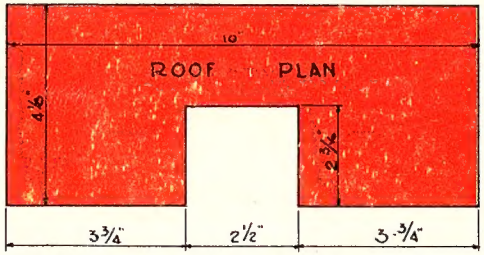


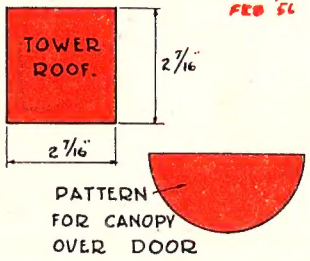
LARGE WINDOW
Make six



DOUBLE WINDOW
Make four

DOORS - Make four.





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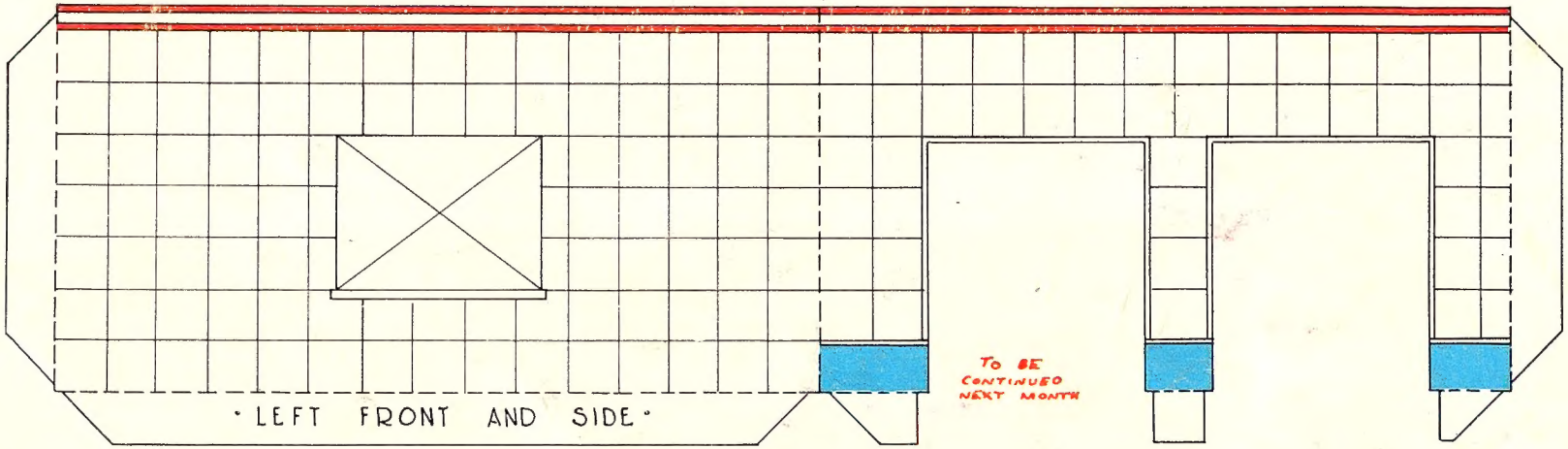

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